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Joseph Priestley

Yorkshireman, Doctor of Divinity, theologian and pamphleteer, owes his fame to chemical discoveries made in his leisure hours as a relaxation from writing sermons and political broadsheets. His first success as a practical chemist was the accidental discovery of soda water. While living next door to a brewery in Leeds, curiosity led him to investigate the process of brewing. In doing so, he found that carbon dioxide gas, which is produced during the brewing of malt beverages, could be dissolved in ordinary water to make "aerated water". The success of this experiment set him on his chemical career and he acquired a renown which matched his considerable reputation as a theologian.

His appointment as librarian to Lord Shelburne at Bowood in 1773 gave him ample time and opportunity to develop his scientific hobbies, and his most important work was done during the following eight years. In this period he discovered, prepared and studied a vast number of gases—all of them highly important—including oxygen, ammonia, nitrous oxide (the "laughing gas" of the dentist's surgery), hydrogen sulphide, hydrogen chloride and sulphur dioxide.

Priestley's inventive genius was of a type that is typically British. As a practical experimenter he has had few, if any, equals, and the gases he discovered have proved of immense scientific and commercial importance. He died in 1804 in Pennsylvania, U.S.A.

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The Empire's Illustrated Weekly

PARADING FOR THE FIRST OF THE CLASSICS—ENTRANTS IN THE 2,000 GUINEAS IN THE RING AT NEWMARKET BEFORE LAST WEEK'S BIG RACE FOR THE RICHEST PRIZE IN THE HISTORY OF THE ENGLISH TURF: A view looking across the Heath before the thrilling encounter between My Babu and The Cobbler

This year the first of the Classics attracted special attention, as our leading three-year-olds were racing for a prize of over £14,000, the richest in the history of the English Turf, and a tremendous struggle was anticipated between Lieut.-Colonel Loder's unbeaten colt The Cobbler and the Maharaja of Baroda's My Babu (the former Lerins). As so seldom happens in racing, forecasts were correct, for, with the rest of the field trailing behind, these two good three-year-olds fought a neck-and-neck struggle, the verdict eventually going to My Babu by a head. The time, 1 min. 35.8 secs., beat Tudor Minstrel's record set up last spring. There was a vast crowd on Newmarket Heath, and no fewer than 47 aeroplanes were accommodated in the special aeroplane park

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1

Mr. Attlee's "Patience Exhausted."—Mr. Attlee has been remarkable for his restraint and aloofness. Some have been encouraged to call him a cipher in his own Government. Most people would say that he has not sought to impress his own personality on his party or on the country, and that, in effect, he has not hitherto done so. His Cabinet may have a different opinion. After three years of power, he has every reason for confidence in his security of tenure. He must hold a record, and may look to seven years more of office, if he desire it, without insane optimism. Perhaps these reflections, assisted by the goading of the Big Three or Four among his associates of his own kidney, induced him at Plymouth on May Day to announce (what Hitler often announced) "the end of his patience." He trounced his Nenni-goats; he labelled over a score of his Socialist M.P.s with the most bitter term of opprobrium that an M.P. can surely endure without total revolt: "Busy *little* people." It is the sort of term which you and I use widely and freely, and break no bones. But when a Premier uses it of his own party M.P.s, why, gosh, he must be feeling strong. And then Russia. I expect Mr. Attlee has found time to read Mr. Churchill's opinions of the "appeasement Premiers," and has resolved not to qualify for inclusion in that genre of Premier. "Fraudulent imperialists," "the land of fear," "the police State," "several centuries behind Western Europe in civilisation," "saboteurs of freedom and peace," "destroyers of nations and careless of human lives." Here is plenty for Stalin to chew over and reply to. Indeed, is there more to say? Truly, the Premier must feel strong in himself, in his Government, in his country.

Savings "Down."—April was a bad month for saving—Lord Mackintosh's team came in with long faces and empty pockets. £30,000,000 down on last April. I wonder why? Myself, I think Mr. Dalton was the cause both of the April 1947 record and of the April 1948 slump. Before April 1947 he had announced his 10s. certificates—"cheap at the price." At the same time in 1948 he had dropped his poison into Cripps' bitter Levy cup and made utter nonsense of that promise of "once only." Between these dates, Government credit has slumped heavily. Who, indeed, can feel safe about savings, even the most ardent supporters of the Government, the most ardent patriots? They may put their spare money into Government securities, but they must put a wider and more altruistic meaning on the term "savings" than was in current use and acceptance three years ago. "Who steals my purse, steals trash"—it's a most comfortable doctrine in these days of lawlessness and insecurity, and I am much nearer to embracing it than ever before. I wonder if the great movement would gain a new lease of life from a new sheaf of arguments and slogans, based on less hypocritical foundations. If they cut out the inducements to "save for better times, for old age, for your children," and boldly and baldly declared: "Give your money to prevent inflation, give your all to save this fine old country." Most people, invited to dip into their pockets, like to do it with a fine gesture, to feel heroic, not to cut the comic figure of the three-card-trick-man's pigeon.

P.R.O. Palinode.—The other day I wrote that I would defer my verdict on the usefulness of P.R.O. departments until I had received an answer to a score of unanswered appeals for explanation of a number of form-inquisitions imposed on me by a certain department. And now I have received an answer, a charming, human letter, clearly expressed, reasonably argued, a letter such as a nice uncle might write to a favourite niece who had asked his advice. The effect of this letter upon me was electric. It was as if Moloch had suddenly dimpled into smiles. It is the first time in my life that I ever received from this department a letter in simple language, giving clear and direct answers, and revealing not only humanity, but a sense of humour. How right is Sir Ernest Gowers to put "*be human*" first of his three essentials for the C.S.! I suppose the cardinal and hidden truth about the public in its relations with the C.S. is this. If 99 per cent. of the public (and not 51 per cent.) were strictly honourable and if the junior staffs were 100 per cent. efficient, trained, we could shed 80 per cent. of the forms and precautionary restrictions which make life a burden. The price we have to pay for the dishonest minority of citizens is staggering. The racketeers and the cheats multiply the forms and precautions, the forms multiply the staffs, and so diminish the average efficiency, humanity and experience, and ever the vicious circle widens. In theory, I love justice—hence my palinode to a P.R.O.

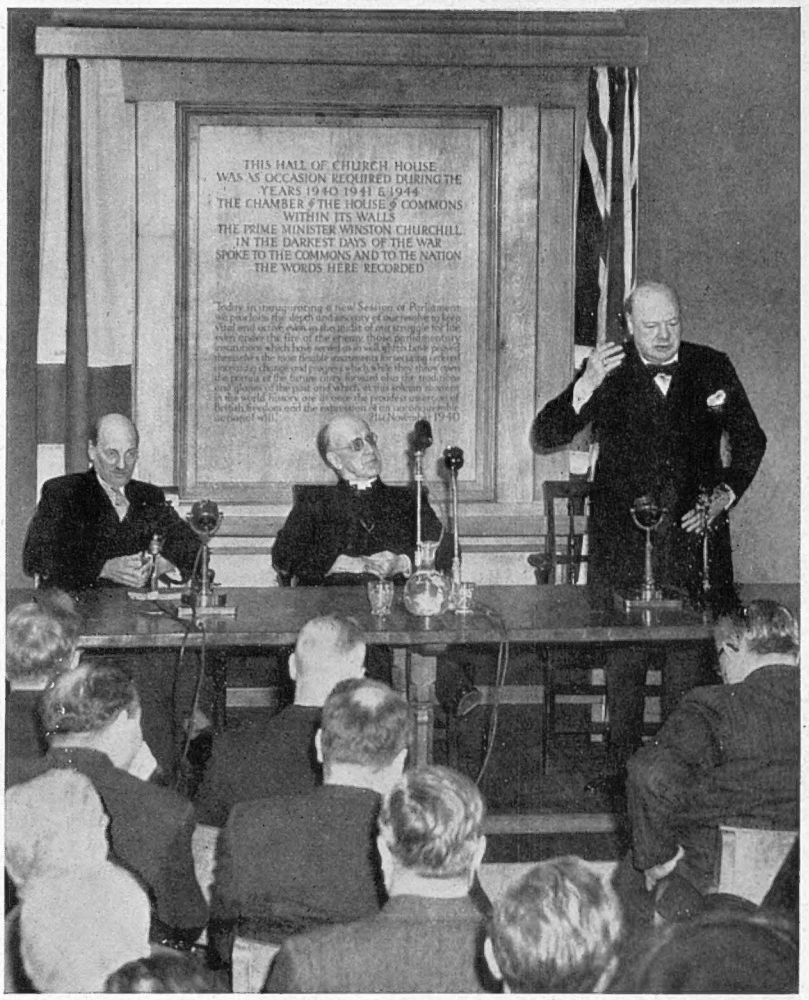
Mr. Muddlecombe In Depression.—It is unlikely that this heart-cry will reach the ear of the Lord Chancellor or of the Lord Chief Justice. Their hands are full, though they are obviously deeply concerned with the administration of justice, high and humble—and most of it is administered humbly, by volunteers, at Petty Sessions. Two years ago an important Commission began to sit to examine the position of J.P.s and to make recommendations for improving or reforming the system. That Report is still awaited. Until it comes, the Lord Chancellor is reluctant to recruit the Bench. Some Benches have therefore fallen below the danger-level; recruitment of younger blood is vitally needed, and the work constantly increases. Three times within the last week I have been compelled to abandon my trade and form a Bench in our Petty Sessional town. There are only a handful of magistrates left; a majority are old, a majority very busy. Our petrol has been cut 10 per cent. We are threatened with another cut, and we are not to enjoy the sweets of recreational petrol. Being working men, we cannot afford the extra hours which travel by bus (two-hour service) entails. A certain pride makes one desire to do the job decently, punctually, punctiliously. And so, somehow or other, we drive on in the face of every discouragement. There is nobody, so far as I know, in the country or in this land, who knows how the work is done in any given Petty Sessional division or *cares a damn*. The bigwigs are only concerned to pounce and trounce, if the work be badly done in any publicised instance.

Ice and Azaleas.—May Day was ushered in with snow and ice in Yorkshire and a January nip in the south. We crowned our May Queen and watched comic cricket, and the slogan was, *Smile, damn you, smile.* We do our best. We all smiled. Even that wintry old witch, Mother Nature, smiled. The icy wind whistled through a riot of blossoms, gold and purple, pink and white, scarlet, crimson and pale blue. I never saw our gardens and countryside looking lovelier or feeling colder. We do our best. Even our *Garden Scheme for District Nursing* refuses to fail through lack of petrol. We walk; we charter buses; we take in each other's washing with £1 notes in lieu of the advertised shillings. We know each one of our neighbour's azaleas by heart, but we examine it as a newly-discovered rarity. And so, despite the cold and the austerity and all the hate and discouragement that surround us, we drive on with neighbourliness and hope, and strive to help the deserving causes, which are not less in urgent need of help because in a few weeks the volunteers are to be disbanded and the State steps in to "do the thing properly." When the State "does the thing properly," it is to be observed that there are still loopholes for voluntary help. For even the Socialist State doesn't please everybody or cover each hard case. I think that faithfulness to *The Gardens Scheme* is a test and a proof of British character. Upon my word, we may be proud of ourselves in rural England. We are setting an example to Europe, with little encouragement. The pomp is for the privileged, the organised pageantry is for Londoners, the sweets and luxuries of rationing are reserved for the big hotels in cities, where war scares and ugly rumours make the talk. But the untouchables of Auburn are building the New Jerusalem with local labour and such bits and pieces as lie about.

The New Crusade.—The new crusade to build up the Western Union on Christian principles was launched at the Albert Hall on the eve of the Royal Silver Wedding celebrations. Perhaps the date was ill-chosen. It might have received more publicity in the morrow's Press if it had not clashed with the Silver Wedding. For, indeed, it is a *news-item*. Even the Cup Final was not of equal importance. I think the speeches must have given some of us a jolt, an opportunity to measure the road we have travelled since our youth. No need to go back to the Middle Ages. Enough to go back to the despised and debunked Victorians, stuffy, hypocritical, narrow, priggish, and so on. No doubt many of them were all of these things, but at least at the back of their minds certain standards of conduct in private life, in industry, in public service, in international relations, stood unchallenged, menacing, influencing them or the bulk of them. "Character" was more than an asset, it was almost a necessity for success. An ethical standard, not set very low, was recognised in public and private conduct as an essential condition of civilised existence, even in wartime. The simplest code—the most workaday—was (and still is) the Christian. How far (as we look back) we find we have wandered from that road! In the past fifty years dishonesty has been winked at, selfishness applauded, sharp practice rewarded, self-seeking encouraged. And to-day we live in a world as bankrupt of ideals as it is starved of joy and bare necessities. The lesson is sharp, but not sharp enough for repentance. Hence this tardy unfolding of the banner of a new crusade in Kensington. The straight path is hard, narrow and uphill, and our fathers found it so. But the way of the transgressor. . . ? I think the present generation may have a word for that. Certainly, we of the Victorian Age can compare this picture and that, and not to the advantage of the present.

A Returned Letter.—A lady living near Sydney, N.S.W., sent me at Christmas a parcel of rare foods, the memory of which still warms my heart. I acknowledged my gratitude by return post to an address on the envelope in "Coolong Road." This letter has been returned to me. I cannot bear that her generosity should go unacknowledged. She wrote me that she was a regular SPHERE reader. It is my hope that this will catch her eye. The gratitude I expressed in my returned letter is still as lively as on December 30, 1947. There is something inexpressibly tragic in a returned letter.

THE OLD STAGER



"A PORT IN A STORM TO THE HOUSE OF COMMONS"—MR. WINSTON CHURCHILL SPEAKING AT THE UNVEILING AT CHURCH HOUSE, WESTMINSTER, OF AN OAK PANEL COMMEMORATING THE USE BY THE HOUSE OF COMMONS IN 1940, 1941 AND 1944, OF THE HOARE MEMORIAL HALL IN THE BUILDING: The Archbishop of Canterbury (centre) presided, and Mr. Attlee (left) acted jointly with Mr. Churchill in the ceremony of unveiling. The panel bears an inscription quoting a wartime speech of Mr. Churchill's. It was made in November 1940, and began with the words: "To-day, in inaugurating a new Session of Parliament, we proclaim the depth and sincerity of our resolve to keep vital and active, even in the midst of our struggle for life, even under the fire of the enemy, those Parliamentary institutions which have served us so well, which have proved themselves the most flexible instruments for securing ordered unceasing change and progress: which, while they throw open the portals of the future, carry forward also the traditions and glories of the past and which, at this solemn moment in the world's history, are at once the proudest assertion of British freedom and the expression of an unconquerable national will"

MAY DAY IN EUROPE'S CAPITALS

Demonstrations in London, Paris, Berlin, and Vienna

CITIZENS OF VIENNA MARCH TO THE CITY HALL ON MAY DAY IN THE CENTENARY YEAR OF THE YEAR OF REVOLUTIONS : The celebrants paraded in the Ringstrasse with banners and decorated bicycles. Most of the speakers called for an early conclusion of the Peace Treaty, the withdrawal of Occupation forces and the return of all prisoners still held by Russia and Yugoslavia. The magic figures 1848 were posted up on lamp-standards in many parts of the city

MAURICE THOREZ HAD A MAY DAY GRIEVANCE : The leader of the French Communist Party is seen (centre) as he rose from the tribune at the Communist Rally in the East End of Paris, to protest against the appearance of a fire-engine which momentarily broke up the march-past. "This is a provocation by Jules Moch," said M. Thorez in anger against the Minister of the Interior. On M. Thorez's left hand are Jacques Duclos and André Marty. On his right hand is Gaston Monmousceau

BERLIN COMMUNISTS PACKED THE LUSTGARTEN : A general view of the May Day parade in the Russian sector of the city. About 200,000 Communists attended this meeting, while on the other side of the Brandenburg Gate 75,000 anti-Communists attended a parade in the British sector of the city. As in Vienna, the parades recalled 1848, Europe's year of revolutions, when Prussia, in particular, was the centre of a great national uprising and a call for electoral reform

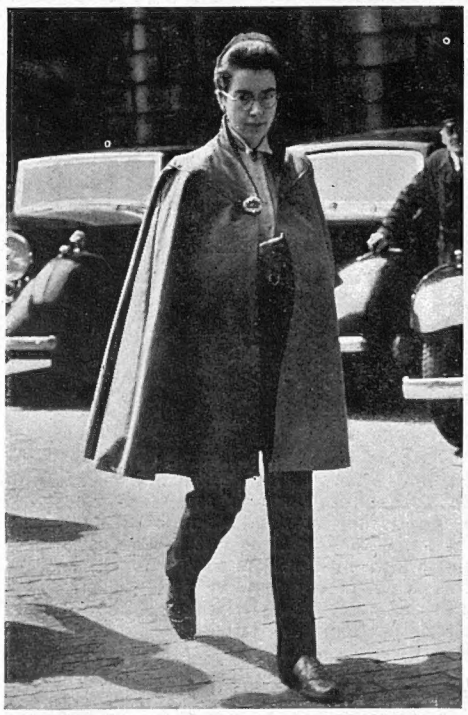
MEMBERS OF LONDON TRADES COUNCIL MARCH TO HYDE PARK : Just a few of the 20,000 members on their way from Victoria Embankment to Speakers' Corner. The Labour Party did not take part in the demonstration. There were six brass bands in the parade, one pipe band and a party of Spaniards carrying banners emblazoned with the words "Down with Franco"

NEGOTIATION AT THE AUSTRIA-YUGOSLAVIA FRONTIER : Brigadier T. B. L. Churchill, British Zone Commander, and members of his staff facing a Yugoslav delegation, when they asked for the release of Mrs. Inga Burke (whose husband, Lieut. Burke, was killed by a Yugoslav guard during the frontier "incident") and 2nd Lieut. Philip Marler

TWO ACROSS THE FRONTIER : 2nd Lieut. Marler, on the right of the picture, and Mrs. Inga Burke, centre foreground, with hair streaming over her face, return to Austrian territory. Two young British officers and the wife of one of them crossed accidentally into Yugoslav territory. They were held up by Yugoslav guards and, during the scuffle which followed, Lieutenant Burke was shot and killed. His wife and Mr. Marler were held until the British Zone Commander demanded their release. General Galloway, the British Commander-in-Chief, demanded that 2nd Lieutenant Marler, Mrs. Burke and the body of Lieutenant Burke must be handed over to the British before he would permit a joint inquiry into the incident to take place, and this was agreed

PRIVATE VIEW DAY

At the Royal Academy

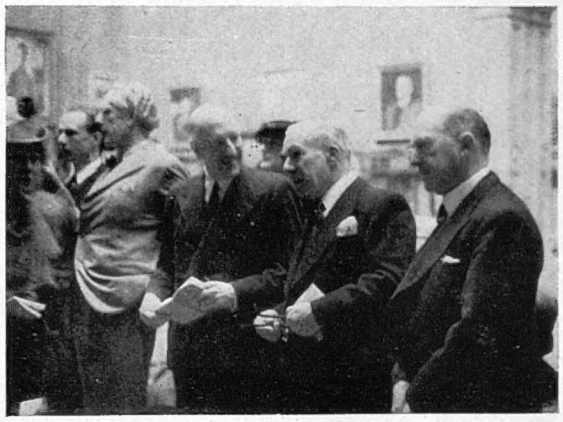


BARBARA WALLER AT BURLINGTON HOUSE: A well-known sculptress seen arriving at the Royal Academy for Private View Day

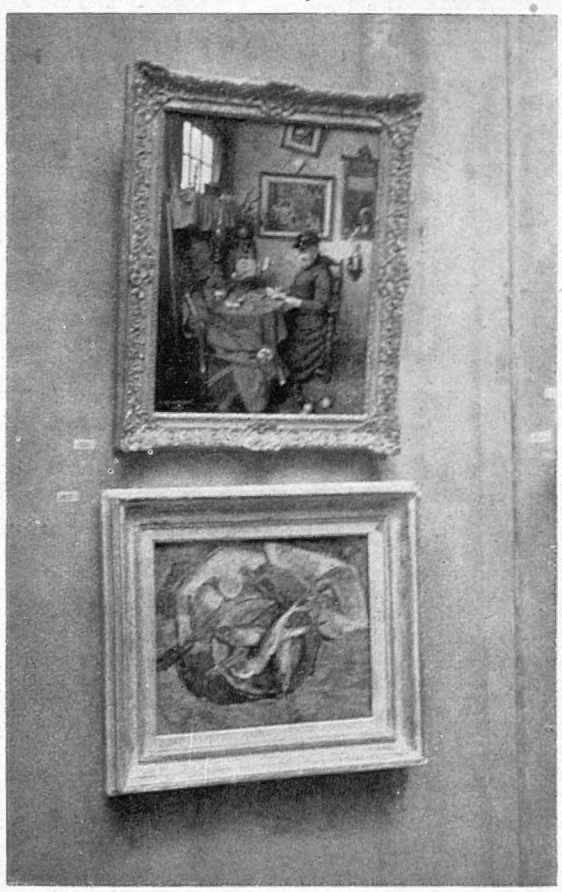
THE CONNOISSEURS: A gathering of private viewers at the 180th Summer Exhibition at the Royal Academy, which opened on Friday of last week. Attendances in the first few days were the highest for many years, and the total by the end of last week-end was 8,114 as compared with 5,644 in the same period last year. In the first three days 215 pictures were sold for £14,419, which was slightly below the figure for last year as regards value. Mr. Churchill's pictures have proved a big attraction

TOURING THE GALLERIES BY BATH CHAIR: The novelist Ann Deering, who is recovering from an operation, visited Burlington House accompanied by her sister, who wheeled her through the various rooms. Last year Miss Deering bought the late Joseph Greenup's painting "Girl of the Sea"

"MOTHER DUCK" DREW MANY ADMIRERS AMONG THE SCULPTURAL GROUPS: This notable work in meadow oak and ebony inlay, showing a duck with her brood nestling beneath her ample wings is by William G. Simmonds, whose woodcarvings have been a feature of many Academies, and have been purchased by the Chantrey Bequest. Mr. Simmonds is also well known as a water-colourist



HARLEY STREET AND THE CITY WEIGH UP THE YEAR'S ART: Sir Alfred Webb Johnson, President of the Royal College of Surgeons, touring the galleries in company with Sir Frederick Wells, Lord Mayor of London, and Sir Leslie Boyce, Alderman and Sheriff

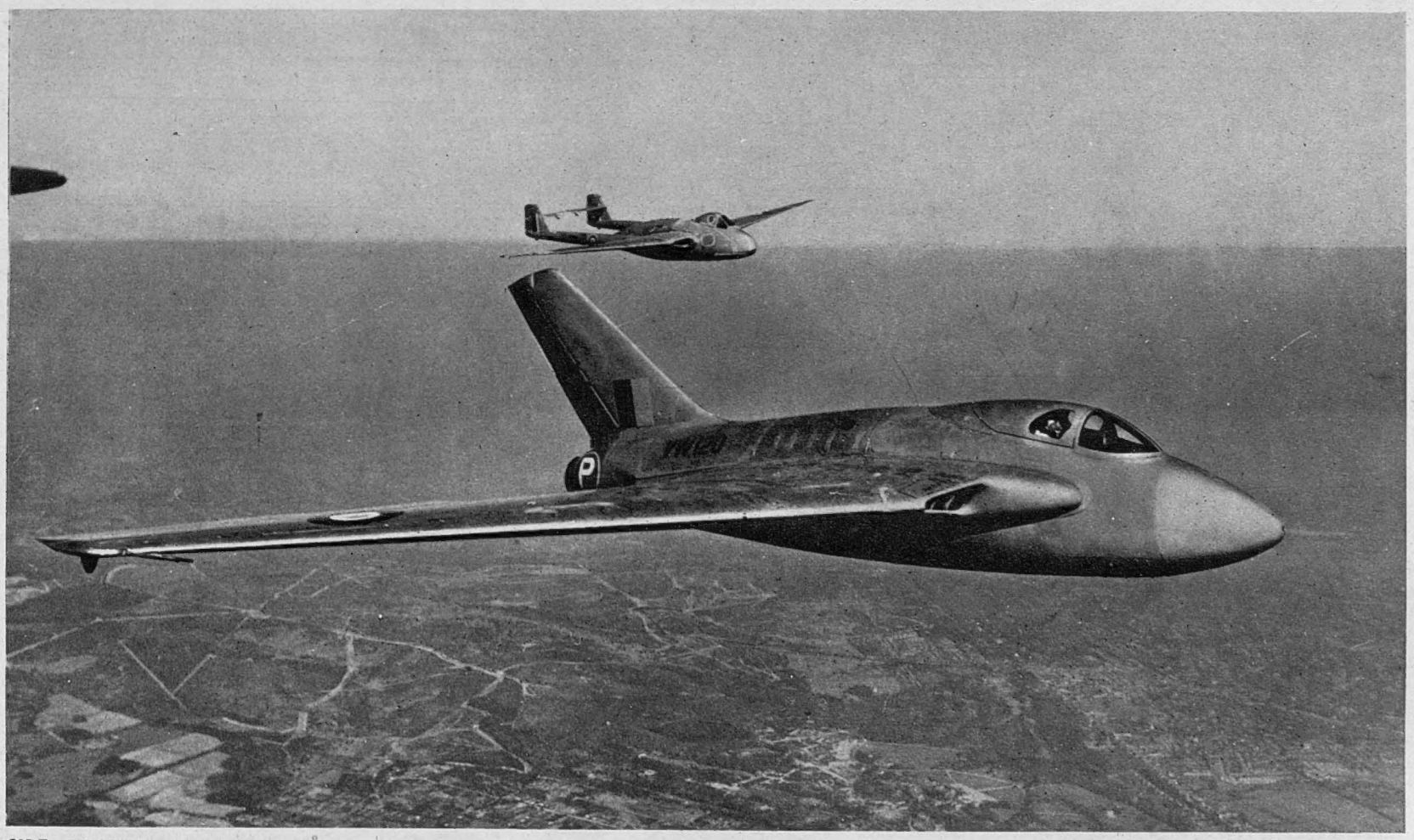


ONE OF THE PICTURES THAT CAUSED EXCITEMENT: It is entitled "Herrings and Lobster," and is the work of Mr. Edward le Bas, A.R.A. The rather strained look in the eye of one of the herrings led to the idea that the picture might possibly be hung upside down. The artist was able to confirm this, but the throng of visitors to the Academy did not see anything wrong with Picture No. 617

BRITAIN'S JET RECORD BREAKERS

Mark IV Meteors Form a Fighter Group

THE WORLD'S FASTEST FIGHTER GROUP FLYING OVER YARMOUTH : Mark IV Meteor Jets of the R.A.F. Group now stationed near Norwich. This Group is equipped entirely with the new Mark IV's. Other groups contain the Mark III also. Mark IV Meteor fighters now coming off the production line have a pressure cabin of the sealed-structure type, and they are also fully "tropicalised." In addition to their four 20-mm. guns they have fittings for two 1,000-lb. bombs or eight rockets



SIDE BY SIDE—TWO RECORD-BREAKERS WHICH HAVE BROUGHT BRITAIN NEW DISTINCTION IN THE REALM OF AVIATION : This unique photograph shows the holders of two world records flying side by side. Nearest the camera is the de Havilland 108 in which Squadron Leader John Derry, D.F.C., broke the International Closed-Circuit record over 100 kilometres with a speed of 605·23 m.p.h. The other aircraft is the D.H. Vampire, in which Group Captain John Cunningham, D.S.O., D.F.C., chief test pilot of the de Havilland Aircraft Company, regained the Altitude Record for Britain by reaching 59,492 ft.

During the past eight months Britain has progressively raised the closed-circuit record by over 100 m.p.h., Group Captain Cunningham (Vampire, 496·88 m.p.h.); Squadron Leader Waterton (Meteor, 542·945 m.p.h.); and Lieut.-Commander Lithgow (Attacker, 564·881 m.p.h.), all having held the record before Squadron Leader John Derry. The newest record is especially significant, because the aircraft concerned, the D.H.108, is not a fighter, like the Vampire, Meteor and Attacker, but a research machine built primarily for the investigation of phenomena associated with swept-back wings. On one leg of Derry's run he was flying within 15 m.p.h. of the world's absolute speed record

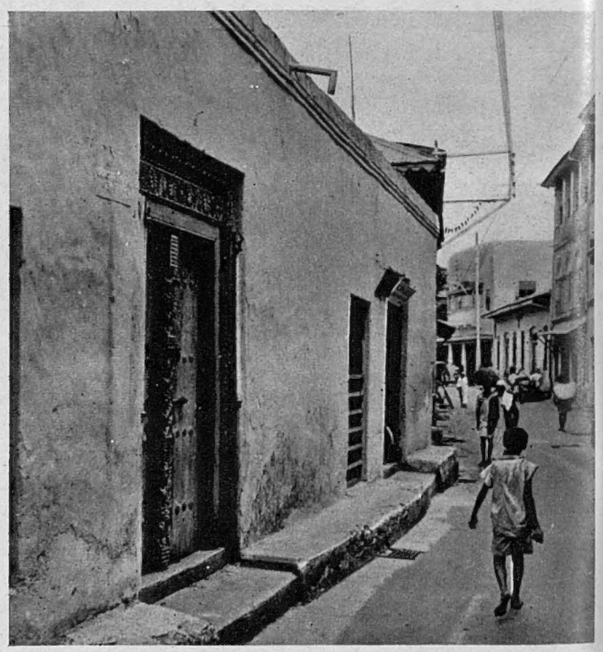
DAR-ES-SALAAM SWELTERS IN THE MIDDAY SUN—THE NEW AFRICA HOTEL, ONE OF THE FOUR PRINCIPAL STOPPING-PLACES IN THE THRONGED PORT OF TANGANYIKA TERRITORY: To-day, Dar-es-Salaam, the "haven of peace," is the scene of a vast transformation as men and women pour into the port in connection with the East African Ground-nuts Scheme. Dar-es-Salaam is indeed busier and fuller than probably it has ever been since the hectic days of the Arab slavers, and every day it is growing

EAST AFRICA'S PEANUT TOWNS

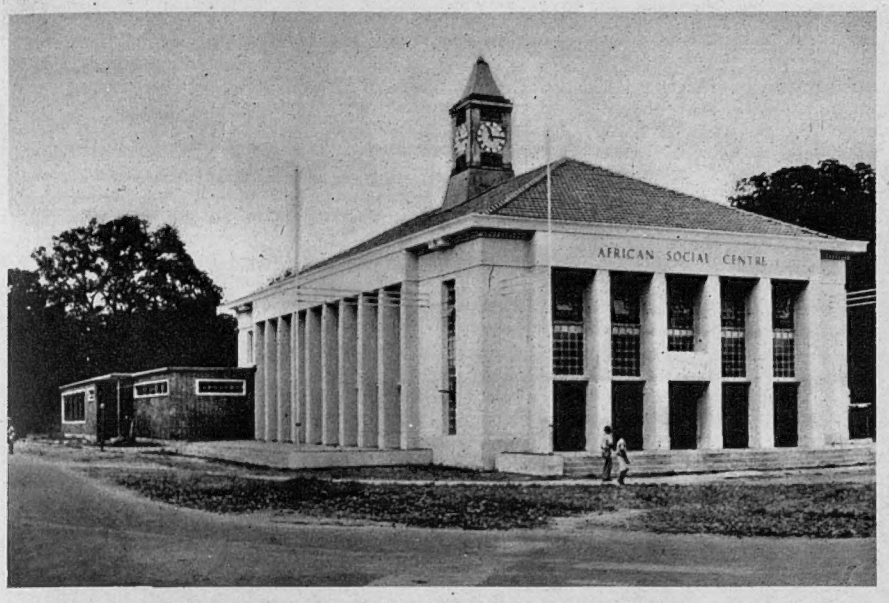
Dar-es-Salaam, Mombasa and Nairobi, and Their Part in the Great Ground-Nut Scheme

Away in the Tanganyikan hinterland at Kongwa, bulldozers tear through the virgin terrain preparing ground for the cultivation of the humble peanut, and eventually three regions in East Africa, each of 450,000 acres, will be rendered fit for production, adding materially to the world's supply of fats. To get these vast and imaginative schemes going is costing millions of pounds, and it is leading to the rapid development of at least three towns—Nairobi, the capital of Kenya; the port of Mombasa; and the port of Dar-es-Salaam. All three are likely to make great strides in population, particularly the two ports through which will flow so much of the material for large-scale production

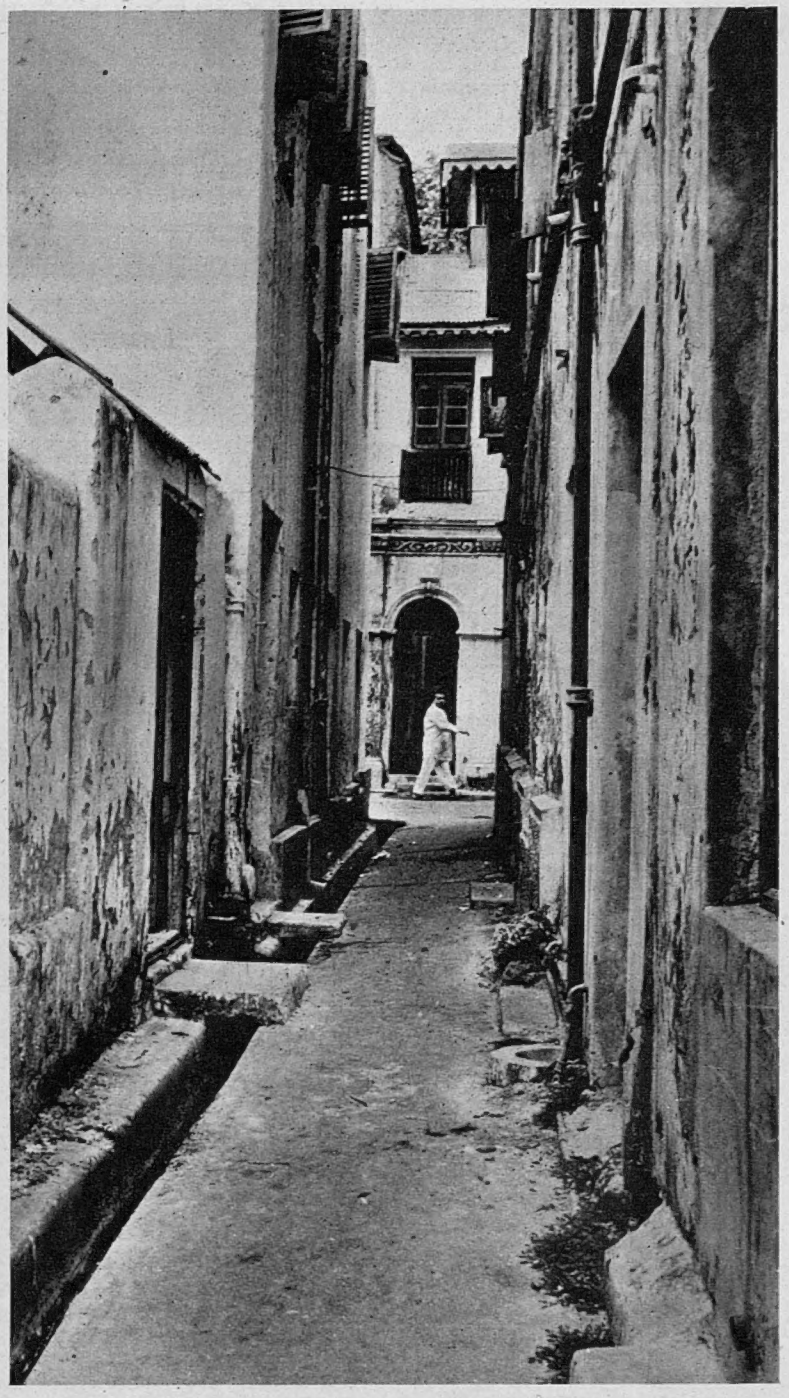
NAIROBI, CAPITAL OF KENYA COLONY, AND ANOTHER CENTRE ASSOCIATED WITH THE EAST AFRICAN GROUND-NUTS SCHEME: Looking along stately Delamere Avenue with its central traffic-way and adjacent parking roads. Nairobi, like Dar-es-Salaam and Mombasa, is thronged with technicians associated with the East African Ground-nuts Scheme. Nairobi is the headquarters of the Royal East African Automobile Association, and from it has come the impulse which has driven thousands of miles of roads through what was recently "darkest Africa"



MOMBASA—AN OLD TOWN THAT FACES A NEW FUTURE: One of the old streets in the port where Indian trading houses and the offices of the shipping companies are to be found. Mombasa is at the moment the principal port of Kenya Colony and also serves part of Tanganyika. As such, much of the equipment for the Ground-nuts Scheme is being brought in there, but the latest idea is to enlarge the harbour at Mikindani in order to allow the entrance of big ships. Mikindani is the most southerly port in Tanganyika Territory and lies near the Lindi Ground-nut plantation. Mombasa will continue to serve the northern part of Tanganyika and the important central province of Kenya

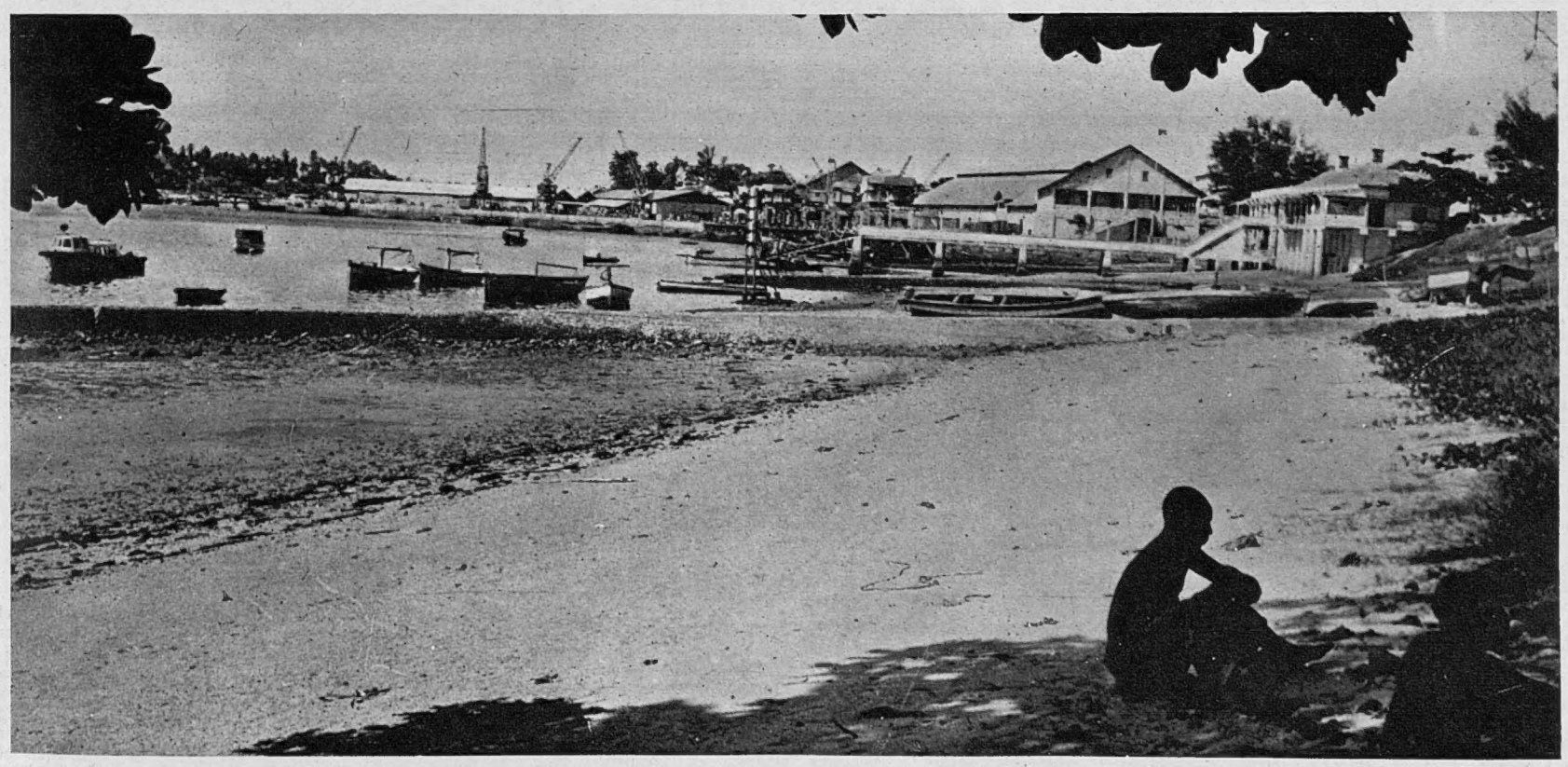


THE AFRICAN SOCIAL CENTRE AT MOMBASA: Here the natives go for dancing and other forms of relaxation. There is a café in the social centre and they are also able to stage theatrical productions there. Mombasa is not only a great port, but it is the meeting-place of many races. It has numerous mosques



A REMINDER OF THE DAYS OF PORTUGUESE OCCUPATION: A picturesque alleyway in old Mombasa. The Portuguese made the port the capital of their East African possessions at the end of the sixteenth century, and there are many architectural reminders of that commercial heyday

ARAB CRAFT IN THE "OLD HARBOUR" AT MOMBASA: This peaceful scene of to-day will not last much longer, as larger ships use the port more frequently in bringing equipment in for the Ground-nuts Scheme. These dhows trade between the principal East African ports and Persia, India and Madagascar



CHANGING TIMES IN THE "HAVEN OF PEACE"—THE HARBOUR AT DAR-ES-SALAAM AS IT IS TO-DAY: The large cranes in the background are on the jetties where the barges unload after taking cargoes from the freighters standing out to sea. Next year deep-water berths will be constructed at Dar-es-Salaam, and merchant ships will come alongside. Meanwhile, on every hand there is evidence that the "Peanutters" have taken over in the port. Some of the older white residents have resented their coming, but the more forward-looking have welcomed them and hope for a new era of prosperity in Dar-es-Salaam

SEARCHING DAYS IN FRONT-LINE SCANDINAVIA

Norway, Sweden, and Denmark, and the Threat from Without

By FERDINAND TUOHY

NO sooner is the Italian or southern wing bolstered for the time being, than the would-be protectors of Western Europe find themselves giving pressing attention to the other end of the line—the northern end.

It does, indeed, recall the long embattled line which could not be too closely watched. To be caught weighing one's opponent's next move when he had already begun to make it, was the big slip-up. It still is.

Now it is a case of eyes on Scandinavia.

Norwegians, Swedes and Danes (they used not to like being lumped together as "Scandinavians," and probably still don't) — these three early starters in the history books provide a different cause for anxiety, if not alarm, to the one we saw in Italy. There the imminent danger played about Italians themselves, what certain of them might do, whereas in Scandinavia anxiety bears almost wholly on outside, on what others may attempt.

Eight years after Hitler broke new military ground with his stealthy burglary, "The Norway Invasion," there is fear lest Stalin may try a stroke conceived in the same school of thought.

The Swedish Defence Staff is said to have put it thus in a memorandum to King Gustav: "The possibility must not be excluded that the Soviet Union, for reasons of its own security, might resort to partial actions which it deems possible without unleashing a big war."

The Danes, for their part, are acutely conscious that the Russians at their most westerly point in North Germany are actually west of Copenhagen and within 100 miles of the North Sea and Denmark's vulnerable mainland province of Jutland. Danes are fearful lest early one morning Russian vessels may pass up the "Belt" and land troops on undefended islands, even make for the Oresund itself and dare a passage out to the Skagerrak.

From Norway the news is that a Russian demand "of the most extreme nature" must not come as a surprise of shock magnitude. A passage for Soviet troops across to Narvik or to some other warm-water port fronting the broad waters that merge in the Atlantic?

The present crisis period is deemed likely to run until the Finnish elections in July. Not that the Finns themselves are now considered capable of radically influencing events on the other side of the Baltic. The dark saying goes: "While the Swedes are wondering whether they can remain neutral, the Finns are asking themselves how long they can remain free."

There is a summons graven in stone in Helsinki Harbour, "*Finn, Remain On Your Own Soil And Do Not Trust In Foreign Help*"—and that is what the Finns appear to have reconciled themselves to.

Yet the position is this. The Finns have no "big Slav brother" feeling for the Russians—quite the reverse—and their Communists are not strong enough to win fairly, but there are Communists at vital levers of command, such as the Ministry of the Interior. A seizure of power engineered, if not actively supported by Moscow, might be cast about the same time as Russian moves or demands bearing on one or more of the other northern lands.

Like Hitler said of Britain, Stalin could say he was forestalling American claims to bases. He might instance the visit to Norwegian waters of the aircraft-carrier *Valley Forge*: and other United States warships, or even the visit of the R.A.F. to Sweden.

Moscow can see offence in anything, and does.

It has the impudence to veto in advance any Scandinavian drawing together in some form of local unity. Yet this happened more than once in the past. From 1874 to 1897 Norway and Sweden abolished all tariffs between each other. During the world depression of the '30's the Oslo States tried hard for closer economic collaboration. Again in 1946 there was a similar movement, and this was encouraged by the Marshall Plan and the Benelux example.

But Moscow says *niet!* "Under present conditions," ran part of an article in *Red Fleet*, broadcast by Moscow radio, "the northern bloc could become part of Bevin's western bloc called upon to convert Europe into a military economic bridgehead of American imperialism."

What may not Moscow elect to read into Sweden's retention of the Home Guard under Army, or Communist-proof, command; of the cancellation of a proposed 7 per cent. defence cut; of an order for jet-fighters? And think of Denmark's cutting of military leave, of her extra guards around munitions dumps, of her coastal manœuvres in which appear to have participated villagers and boy scouts! Think especially of Norway's reaction to the menace in the wind. It could be given the Wellingtonian ring of "Demand and be damned!"

Freshly returned from Oslo, the Norwegian Ambassador told Americans that Norway preferred to die on her feet rather than live on her knees. "Peace can *always* be had—by individuals and nations—by giving in on every point until one is stripped of everything except peace—the peace of the grave. We shall, of course, stand up against any future aggressor, from wherever he might come. We shall fight with everything we have." This is the voice of a people recently hardened by war, and it serves to remind us of the different psychological premises from which each of these Scandinavian lands contemplates the possibility of war. As all three have Socialist Governments, the divergence cannot be pinned on party.

Norway the defiant strongly prefers the West, struggled hard to avoid being drawn into an essentially Central European (Nazi) system, and sees no other way out than to repeat the act of 1940—only this time without a Quisling and already soldered to the West by recent military experience.

Denmark the enticing and vulnerable fought her last war eighty-four years ago, and on the road by Abenraa you see monuments to individual soldiers killed in it. Obviously a more potent memory is that of having been "The Model State" of all Hitler's far-flung foreign occupations. May not this be the wisest thing for little States to do—to allow oneself to be overrun, but to remain intact so as gradually to prepare the ground for liberation by one's friends?

Such temptation, which many a Dane must call satanic, is not lessened by the propaganda of Danish Communists, who may be reduced from twenty-two to less than a dozen, yet retain powerful underground shoots in Moscow's behalf.

The tight-rope-walking Swedes haven't fought a war for nearly 140 years and are balancing the chances of successfully remaining not only neutral but undefiled for the third time in the world-war series.

It is easy to criticise people who have been so long settled in a detached rut of self-satisfaction. The worst one heard was that they "let others defend their liberty." Yet 'tis meet to bear in mind that the Swedes neither own nor claim territories outside their country, and have no wish to do so. They feel that if others were the same, there would be less risk of wars.

If these be searching days throughout Scandinavia, they are most searching in Sweden, and not exclusively on account of the threat from without.

The Swedes guessed wrong about world recovery, spent lavishly, and have been giving themselves social services far beyond their means. Now the Socialist Government is begging the workers not to insist on further wage rises; in fact, the general domestic tale is *most* familiar, except that Sweden is still bulging with the choicest and juiciest commodities in the shops.

The digression to internal affairs is permissible, since slump and inflation, the balance of payments and shortage of dollars, haunt the Swedes, and the Danes, second only to the "boots, boots, boots" of the Russians.

Swedish foreign policy has hinged on being the same to Russia as to the West. Thus the much-criticised credit which Sweden extended to Russia was soon offset by her participation in the Paris Conference of the Marshall Sixteen. See-saw. So it has gone on. Now something for Russia, now something for the West. The object of this policy has been no less clear. Realising that she is stronger militarily than she has been since the eighteenth century, Sweden hopes the fact will safeguard her independence and enable her to shield that of her two neighbours of the family.

Only one section of Swedish opinion has come out for military co-operation with Western Europe. Why? Because the Swedes, as a whole, do not consider that the economic federation of Europe is a serious proposition; and because of the absence of an American military guarantee.

So, cautiously as always, Sweden goes on feeling her way towards the consolidation of a Scandinavian bloc united in armed neutrality.

She is playing a game with time.

Which will come first—the Russians or the American defence guarantee?

Premier Erlander admittedly ran a risk of expediting any Soviet plan of arrival that may exist, when, in the presence of his Norwegian and Danish colleagues, he stigmatised Communism as the enemy of the Scandinavian way of life, and added that his country must accept the consequences of that fact.

The risk run by Hr. Erlander hardly diminishes when Swedes scan the Atlantic.

If only it were not an American Presidential Election year! If only the party game had not to be played to the bitter end, American military aid might already have been guaranteed not only to the Western Union countries, but to Scandinavia, and then there would be no further doubt about the northern lands throwing in their lot with the West.

ADELINE GENÉE'S GREATEST WISH COMES TRUE: The Danish dancer, who became première danseuse at the Copenhagen Opera in 1895 and captivated London audiences in the years before the First World War, is seen standing outside her new home, "The Hillhouse," in the Skaad Hills, just outside her birthplace at Aarhus, in the Danish province of Jutland. Adeline Genée, who celebrated her seventieth birthday last January, has always wished to have a home of her own in the Skaad Hills. Her late husband, the financier Frank Isitt, gave her the site as long ago as 1927, but it has taken twenty years to bring the plan to fruition. Adeline Genée's "farewell" performance was given at the London Coliseum in 1914, but she reappeared there in April 1915 and again in 1932. Her flawless technique as an exponent in the traditional school of ballet won her world fame

DENMARK OPENS A TOURIST BUREAU IN LONDON: The bureau is next to the Berkeley, Piccadilly. The opening was attended by Otto Krag, Danish Minister of Commerce, Carl Petersen, Danish Minister of Transport, and Mr. Barnes, Britain's Minister of Transport

BERLIN'S BARGE HARBOUR AT WESTHAFEN BROUGHT TO A STANDSTILL: Barges lying alongside the wharves in the British sector and unable to proceed through the Russian sector as inter-zonal water traffic was disrupted by the Soviet insistence on a new system of documentation

TO-DAY in BERLIN, HAMBURG and FRANKFURT

Varied Aspects of Life in Occupied Germany

Of all the examples of Soviet "awkwardness" which have been aired in the Press of recent weeks, that regarding the regulation of inter-zonal barge traffic has caused the most industrial disruption. Quite apart from the fact that the barge captains could not operate freely in Germany, the whole complicated inland waterway system between the North Sea and the Danube, carrying more than 20,000 tons of freight into Czechoslovakia monthly, was adversely affected, and all because the Soviet authorities insisted on a new system of documentation. Nineteen barge captains who arrived in Berlin to have their papers put in order were turned away by Soviet transport officials, who declared that applications must come from the appropriate British department. A British spokesman described these Soviet manœuvres as "sheer awkwardness." Altogether, 1,262 barges licensed for inter-zonal travel remained idle for three weeks, and 120 British-owned barges lay along the waterways of the Soviet Zone and in Eastern Europe, unable to move until this "paper war" was resolved last week

IDLE WESTHAFEN, WHERE BARGE CARGOES PILED UP ON ACCOUNT OF SOVIET RED TAPE: 8,000 tons of food destined for Berlin have been held up in Hamburg owing to this disruption of barge traffic

ECHO OF A SCANDAL THAT MOMENTARILY ROCKED THE NAZI REGIME: Eva von Blomberg, widow of the former German Minister of War, seated beside Bernd Gisevius in a Hamburg court when settlement of her suit against Gisevius was announced. Germans mobbed the court to see Frau Blomberg, who sought an injunction to prevent publication of the book, "To the Bitter End," in which Gisevius alleges Frau Blomberg was a registered prostitute

REDS MAKE BLACK WHITE AFTER THE GATOW AIR DISASTER: Using model planes, photographs and charts, a Soviet Air Force General, General Alexandrov, demonstrates the Russian version of the collision between the British Viking air-liner and the Soviet Yak fighter, at a Press conference in Berlin. He ridiculed the British investigation of the crash and also accused British officials of tampering with the wreckage

When Field Marshal von Blomberg, Hitler's Minister of War, married in 1938 a girl very much younger than himself, there was a scandal in Nazi circles which was not resolved until the Minister himself resigned. It was not the disparity in the ages of bride and groom that caused the trouble, but the bride's alleged shady past. Now Bernd Gisevius has repeated the old story in his book *To the Bitter End*. Frau Blomberg's attempt to stop publication of the book has failed, but an agreement has been reached between the two parties that a slip shall be published with the book declaring that the allegations have not been verified and that they constitute the personal opinion of the author. Honour is apparently now satisfied; so is the curiosity of some hundreds of Hamburgers who gained entrance to the court in order to see Frau Blomberg

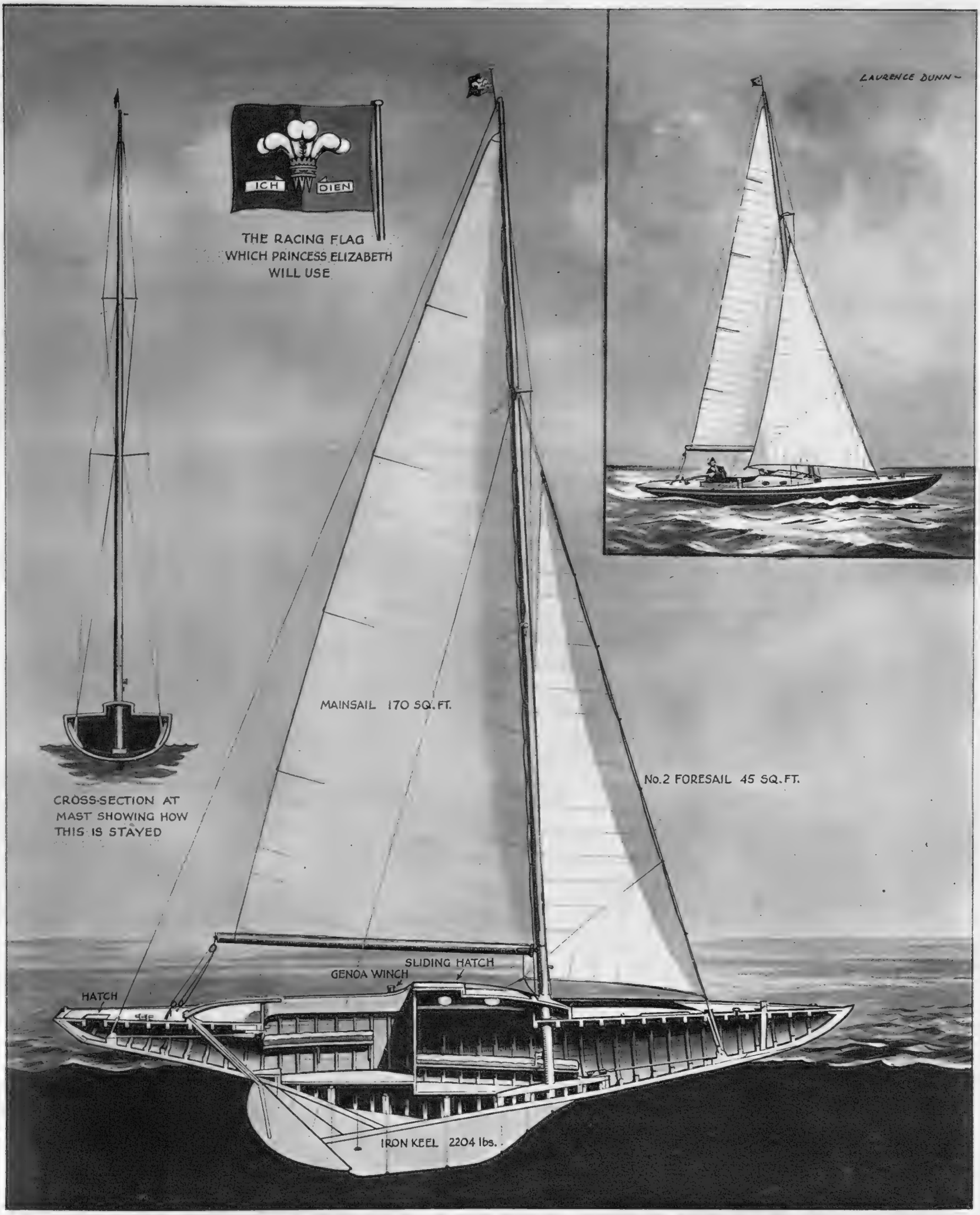
WHERE HITLER SO OFTEN REVIEWED THE MASSED MIGHT OF THE WEHRMACHT: The Charlottenburger Chaussee as it appeared on April 20, 1948, the anniversary of the Führer's birthday. A Russian memorial now occupies the place of Hitler's reviewing stand. In the distance is the Brandenburger Gate, constituting a dividing-line between the Russian and the British sectors

A "LITTLE SHIP" Prepares for Her Trials AND THREE GREAT SHIPS Are Reduced to Scrap

A NEW LIGHTWEIGHT FIGHTING SHIP FOR THE ROYAL NAVY—THE M.T.B. 539, WHICH WAS LAUNCHED RECENTLY FROM THE SAUNDERS SHIPYARD AT BEAUMARIS, ANGLESEY: The vessel is constructed of aluminium and is only one-third of the weight of an equivalent M.T.B. in steel, and is considerably lighter than a wood-built craft. As a result the M.T.B. 539 should be able to put up a superior performance as regards speed and range, or alternatively she could carry a heavier armament than the average motor torpedo-boat. Her behaviour will be watched closely by Admiralty experts. "Jane's Fighting Ships" gives non-aluminium vessels of this class a sea speed of 34 knots. They are powered with Packard engines. The displacement is 75 tons. Armament includes four 18-in. torpedo-tubes

A FRIGATE OF THE ROYAL AUSTRALIAN NAVY IS BATTERED BY THE GALE—H.M.A.S. "BARCOO" BEING POUNDED BY MOUNTAINOUS SEAS WHEN BEING DRIVEN ASHORE AT WEST BEACH, SEVEN MILES FROM ADELAIDE: This April gale was one of the worst encountered in the St. Vincent Gulf of recent years, and the wind reached at one period a velocity of 81 m.p.h. In the foreground can be seen wreckage from the Glenelg jetty, which was washed away after being split into three parts. The "Barcoo," built in 1943, is a sister-ship of the "Hawkesbury" and the "Macquarie." They have a displacement of 1,420 tons, and a normal complement of 140. Of recent months "Barcoo" has been engaged as a survey ship

On right—**THE PASSING OF THREE MIGHTY WARSHIPS OF THE UNITED STATES NAVY:** An aerial view, taken from a helicopter, of the scrapyards at Port Newark, New Jersey, where the battleships "Wyoming," "Idaho," and "New Mexico" are now in process of being scrapped. At the berth in the left background is the "Wyoming," and the "Idaho" lies alongside her. The "New Mexico" is in the foreground. On the jetty heavy freight cars are drawn up, and these carry the scrap straight to the steelworks. The "Wyoming" alone is expected to produce 14,000 tons of scrap



THE DRAGON-CLASS YACHT, AS YET UNNAMED, WHICH IS BEING COMPLETED FOR PRINCESS ELIZABETH AND THE DUKE OF EDINBURGH: The yacht, of a type selected for one of the classes of the Olympic Games, is a wedding gift from the Island Sailing Club, and the news of the gift was made known by the Club's Commodore, Mr. J. C. W. Damant, at the annual meeting at Cowes, Isle of Wight. Inset above is the racing flag which Princess Elizabeth will use—*Drawing by Laurence Dunn*

The NEW ROYAL YACHT

A Gift to Princess Elizabeth and the Duke of Edinburgh

All who have the welfare of yachting at heart will rejoice that Princess Elizabeth and the Duke of Edinburgh have accepted a new Dragon-class yacht as a wedding present from the Island Sailing Club, and that they propose to race in her as often as their duties permit. The yacht is under construction at the yard of Camper and Nicholsons, Ltd., at Gosport, and is due to be completed about the end of June. The Dragon class is of Norwegian design and the vessels are built from standard moulds. They have an overall length of 8·9 metres (29 ft. 2 ins.) and a sail area of 20 square metres. They are specially intended as an inexpensive racing boat and cost in the region of £1,000 to build. The new yacht will have a royal-blue hull with a gold line, while the boot topping and underbody will be painted red. The racing flag which she will fly will be similar to that worn by the famous *Britannia*, owned by the late King George V, and will be red and blue, with the Prince of Wales feathers and motto "Ich Dien" superimposed. The rudder is of mahogany, the mast of silver spruce, while the main timbers are made of oak. American elm is used for the frames. It will be seen that the new yacht, unlike some of the Dragons, has a single cockpit, with a seat each side. Couches are also fitted farther forward under shelter on the port and starboard sides. The Royal Sailing Master has yet to be appointed, but it is likely that the new boat may be sailed by members of Princess Elizabeth's staff. Prominent among several keen yachtsmen is Sir Frederick Browning, Controller of the Princess's Household, who is Commodore of the Royal Fowey Yacht Club. Since Dragon-class yachts normally carry a crew of three, it is to be expected that the Royal couple, when racing, will be working members of the crew

ST. GEORGE'S DAY AT ZEEBRUGGE—A BRITISH WARSHIP VISITS THE SCENE OF A GREAT NAVAL TRIUMPH: A naval detachment from H.M.S. "Cowdray" provided the guard of honour at the memorial service in memory of those who lost their lives in the amphibious engagement on April 23, 1917. Local residents, including many schoolchildren, attended the service. The destroyer *Cowdray* (Captain R. G. Cardew), a 1,050-ton vessel of the Hunt class, is the first British destroyer to visit Zeebrugge since 1939. During the Second World War Zeebrugge was heavily defended by the Germans before they finally evacuated it. In the engagement of 1917 the blockships *Intrepid* and *Iphigenia* were manœuvred into the Zeebrugge Canal, and they were sunk in such a manner that they prevented all passage for anything larger than a fishing-boat. One hundred and eighty officers and men were killed during the operation

A Foreign Survey in Pictures

NEWS FROM THREE CONTINENTS

GENERALISSIMO CHIANG KAI-SHEK IS RE-ELECTED PRESIDENT OF CHINA: The Generalissimo reading a telegram of congratulation after the National Assembly had returned him to office by an overwhelming majority. He received 2,430 votes, the only other candidate, Dr. Chu Cheng, for seventeen years President of the Supreme Court, receiving only 269 votes. Several weeks ago the President announced that he would not stand for office, preferring to devote his energies to the prosecution of the war against Communism. The Right Wing of the Kuomintang eventually persuaded him to change his mind

BULGARIA AND CZECHOSLOVAKIA HAMMER OUT THE DETAILS OF "A TREATY OF FRIENDSHIP, CO-OPERATION AND MUTUAL AID": This was the scene at the start of the conference in Prague following the arrival in the city of Mr. Dimitrov and his fellow-delegates. Premier Dimitrov is seated at the centre of the table (third from right). On his right hand is Mr. V. Kolarov, the Bulgarian Minister of Foreign Affairs. Seated opposite is Mr. Gottwald (third from left), the Czechoslovakian Premier. The conference lasted three days and included a reception at the Czernin Palace

PRESIDENT BENES OF CZECHOSLOVAKIA RECEIVES THE BULGARIAN TREATY DELEGATES: The President is seen with Premier Gottwald of Czechoslovakia (left) and Premier Dimitrov of Bulgaria (second from left). The meeting took place at Mr. Benes' summer residence

TRIESTE STILL A FLASH-POINT OF EUROPE: A Triestine lying dazed in a jeep after being rescued by members of the Free City's international police force. He received a severe beating from a Communist gang, and later in the day died of his injuries. The beating-up took place in the course of a demonstration staged by Communists against the ban on their proposed May Day march

POLICE VERSUS PICKETS OUTSIDE A KANSAS CITY FACTORY: This picture was taken at the Cudahy plant as Police Captain Eli Dahlin (partly obscured by the uniformed policeman in the foreground) directed his men to clear a path for office workers entering the plant. The pickets, who had been on duty outside Cudahy's during the six-weeks strike, were eventually driven back by the police. In a fight outside the headquarters of the United Packinghouse Workers forty-five pickets were knocked down with clubs. Captain Dahlin had previously given his men instructions "to get tough if necessary"

AT THE AVIGNON OF LAMAISM—THE ELEVEN-YEAR-OLD PANCHAN LAMA, SPIRITUAL RULER OVER 9,000,000 TIBETANS, SEATED BETWEEN HIS REGENT (LEFT) AND AN ADVISER AT KUMBUM LAMASSERY, NORTH-WEST CHINA: At Kumbum the Panchan Lama lives in exile, and it seems doubtful if he will ever return to his monastery at Tashi-lhunpo, sometimes described as the Vatican of Lamaism. The Panchan Lama is supposed to share headship of the Tibetan State with the Dalai Lama, whose spirit is reborn in a child, the child being found by oracular signs and tutored by a Regent until the age of eighteen. A new Dalai Lama was installed in September 1939

RIGHT-ABOUT-TURN IN THE BRITISH SECTOR OF BERLIN: Reconstruction work on the Berlin West power-station which, when completed, will make the British sector independent of the Russian sector. Up to now the accent has been on destruction in Berlin, the stripping of industrial plants and the laying-low of giant flak fortresses. The British authorities have given top priority to work on the power-station both as regards labour and materials, and next winter Berliners may for the first time since 1945 be free of those sudden cuts in power which bring the life of whole districts to a standstill without a moment's warning

PAUL G. HOFFMANN APPOINTS HIS AIDES IN THE EUROPEAN RELIEF PROGRAMME: Mr. Hoffmann (centre), President of the Studebaker Corporation, and head of the Economic Co-operation Administration, at his desk in his new office in Washington. Seated on the right is Dr. Dennis A. Fitzgerald, Director of the Department of Agriculture's office of Foreign Agricultural Relations, who has become chief of E.C.A.'s Food Division. On the left is Mr. Samuel Richards, Mr. Hoffmann's assistant

MRS. AUNG SAN ENTERTAINED IN THE INDIAN CAPITAL: Lord and Lady Mountbatten with the widow of the late General Aung San at a reception given by the Burmese Embassy in the grounds of the Hotel Imperial, New Delhi. The Prime Minister, Pandit Nehru, and members of the Diplomatic Corps were also present. Aung San, who died last year in the Burma assassinations, was one of the architects of Burma's independence

THE FLAG OF THE INDEPENDENT SOVEREIGN STATE OF BURMA IS RAISED FOR THE FIRST TIME IN THE CIRCLE OUTSIDE THE UNITED NATIONS' HEADQUARTERS AT LAKE SUCCESS: The star-spangled tricolour of the new Asian Republic was put in position after Burma's admission to U.N. by a unanimous vote of the General Assembly. Burma is the fifty-eighth nation to be received. It was only on January 4 of this year that Burma became a Republic, and power was formally transferred to the Burmese by Britain

THE BATTLE FOR HAIFA

And Other News from War-Torn Palestine

AFTER THE BATTLE FOR HAIFA—ARAB REFUGEES WAITING WITH THEIR BELONGINGS ON THE QUAYSIDE BEFORE EMBARKING FOR ACRE: The Jewish descent on Haifa, the essentially Arab port in Northern Palestine, was a complete surprise. The attack came from Hadar Hacarmel, a Jewish suburb, and in quick time the men of Haganah captured key buildings and the lower town. The Arab inhabitants panicked, many attempting to escape across the bay to Acre and others making for the Lebanon

The initiative in Palestine, where a state of civil war has developed from the sporadic engagements of February and March, changes hands from day to day. First it was with the Arabs, who cut to pieces the Jewish convoys, and then with the Jews as they sought to free the convoy route from the coast to Jerusalem with infantry attacks on key Arab positions. Towards the end of April Haganah made a sudden descent upon Haifa, and there is no doubt that they inflicted a major defeat on the Arab command in the northern sector of Palestine by achieving a complete surprise. By mortaring the bazaar area of Haifa, Haganah induced a panic in the port, and the subsequent stampede of the Arab inhabitants was a speedy development. Major-General Stockwell who commands the British troops in the north, including Marines and men of the Sixth Airborne Division, attempted to arrange a "cease fire" with Haganah.

THE ARAB PANIC AT HAIFA—REFUGEES CROWDING THE DOCK AREA AS THEY WAITED FOR BOATS TO TAKE THEM TO SAFETY: With the Jews in command of the town, British troops decided to safeguard the Arab evacuation by calling for a five-day truce, and they helped to provide transport for Arabs and their belongings. Within forty-eight hours of the Jewish descent on Haifa it was estimated that 15,000 Arabs had left the port. In the background of this picture can be seen one of the big transports waiting to evacuate British troops and administrative personnel. The British occupation ends officially on May 15

THE HAGANAH STRONG-POINT WHICH THE BRITISH ARMY DEMOLISHED : The top of the windmill being blown up by our sappers. The windmill was a target for Arab mortar fire, and the British order to destroy it came when one of the bombs intended for the strong-point fell in the British Security Zone

BRITONS EVACUATE JERUSALEM : British officials gathered in a Jerusalem street before being taken by road to Haifa and embarking for home. For many of them it means the end of half a lifetime of work, having been employed in Palestinian administration since Britain received the Mandate

THE LAST OF THE OLD WINDMILL : A sapper officer setting off the charge to destroy the Jewish strong-point. Haganah used the windmill to defend the Montefiore Jewish quarter of Jerusalem from the Arab positions across the valley and at the Jaffa Gate. When the Jews received the order to destroy the strong-point they employed an insufficient charge, and they only succeeded in knocking a small hole in the position. Since these pictures were taken the much-overworked British troops in Jerusalem have been reinforced, and it has been the task of these reinforcements to cover the withdrawing troops and keep order during the last days of the Mandate. To achieve this Palestine had to be given operational priority over other commitments in the Middle East. Some of the reinforcements, including the Commandos, came from Malta

GOOD-BYE TO JERUSALEM AND A LIFE OF NEVER-ENDING UNCERTAINTY : A convoy leaving the Holy City through the last gate of the British Security Zone. The convoy took members of the British administration and their belongings to the port of Haifa. Owing to the battle for Haifa being in progress at the time, the unloading and loading operations at Haifa were greatly hampered. The evacuation of the civil administration is an enormous task. As all the archives of the Mandatory Government cannot be removed, vital documents have been micro-filmed during recent months and the originals have been stored

"THEN THE ARCHBISHOP AND BISHOPS PRESENT SHALL LAY THEIR HANDS UPON THE HEAD OF THE ELECTED BISHOP" — THE SCENE IN ST. ALBANS ABBEY AT THE CONSECRATION: The Venerable Claud Wood, Archdeacon of St. Albans, was consecrated Bishop Suffragan of Bedford, and the Rev. O. C. Allison, of the Church Missionary Society, Juba, as Assistant Bishop to the Bishop in the Sudan

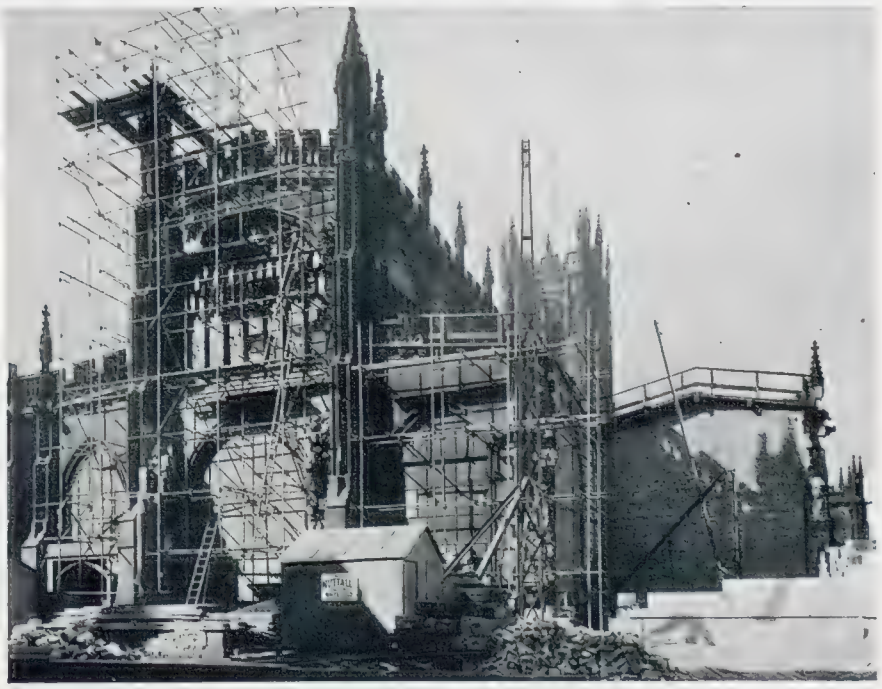
NEW BISHOPS CONSECRATED AT ST. ALBANS

Restoration at St. Paul's and Manchester Cathedral

The Archbishop of Canterbury, eleven Bishops, three M.P.s and the Lords Lieutenant of Hertfordshire and Bedfordshire were present with civic representatives on St. Mark's Day when two new Bishops were consecrated at St. Albans Abbey. The Archbishop, Dr. Fisher, performed the consecration, which was the first ceremony of its kind to be held in the Abbey since 1882. The cruciform church, originally built as a Benedictine Abbey in memory of England's protomartyr Alban, was rebuilt on a magnificent scale by Paul de Caen and his successors during the eleventh century

On left—**THE PRESENTATION IN ST. ALBANS ABBEY: The new Bishop Suffragan of Bedford is standing in front of the Primate of All England, who is seated at the steps leading to the Sanctuary**

A NEW POSITION FOR THE TEMPORARY HIGH ALTAR AT ST. PAUL'S CATHEDRAL—THE FOURTH MOVE SINCE THE BOMB DAMAGE SUSTAINED DURING THE SECOND WORLD WAR: When the King and Queen attended St. Paul's for their Silver Wedding Thanksgiving Service, the temporary High Altar was moved back a distance of 40 ft., there to remain until the permanent High Altar is fully restored. After the bomb damage in October 1940, an Altar was erected in the Nave and later moved to a position under the Dome, just in front of the Chancel Arch. There it remained until the beginning of 1946, when it was moved into the Choir. This latest site will enable the Altar to have higher and larger hangings, and there are to be new furnishings. Work has been completed on the splendid carvings of the Choir which were damaged by the blitz. Arrayed on the Altar is the rich gold plate, and the gilded alms-dish is seen leaning against the frontal



RESTORATION WORK IN THE NORTHERN PROVINCE—REPAIRS IN PROGRESS AT MANCHESTER CATHEDRAL: A view showing the scaffolding at the east end. The chapel on the right was completely destroyed, and the new stones are for the new war memorial or Derby Chapel. *On left*—PROGRESS IN THE CHOIR: The dark cross-beams of the roof are original work, but the square panels are new. The carved stalls which were rather badly damaged are being repaired, and where necessary the woodwork is being replaced. The Cathedral was built as a collegiate church in 1421, but the See of Manchester was only founded 100 years ago. Outside the Cathedral stands a monument to Oliver Cromwell

THE AUSTRALIAN DESCENT ON WORCESTER

Bradman and His Men Open the 1948 Cricket Season

ON WORCESTER'S COUNTY GROUND : The Australian XI in the field against the Worcester side in the first match of the Australian tour. The Cathedral, lying across the River Severn, lends a serene beauty to the scene

Last week the Australians made an auspicious start to their tour when Bradman and his men appeared on the county ground. Worcester took first knock and C. H. Palmer, who last year returned an average of 44·00, scoring 616 runs in fifteen innings, showed just how the Australian bowling ought to be treated. Bradman gave all his six bowlers a chance to show their paces, but Palmer went down the wicket to drive them with exact timing and contemptuous assurance. When Australia's turn came, the 15,000 spectators saw the old dashing Bradman and a rather deliberate Morris both score centuries

BRADMAN LOST THE TOSS : The Australian skipper tossing up with A. F. T. White, the Worcester skipper, outside the grandstand. Worcester has always been Bradman's lucky ground, and he has never visited it without scoring a century

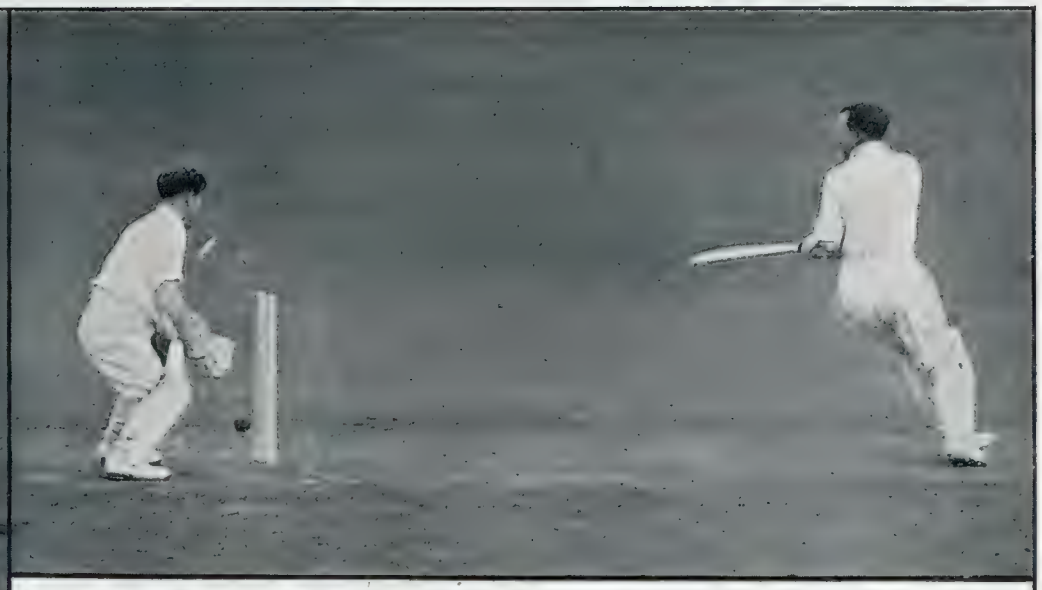
C. H. PALMER HITS TOSHACK TO THE LEG BOUNDARY : This bespectacled schoolmaster, who plays club cricket on Saturdays and for the County on his holidays, set an example to the rest of England of how to attack and master Australia's array of spin bowlers. Before being caught by Johnson off Toshack's bowling he scored 85. Palmer, who is twenty-nine, teaches English at Bromsgrove

AUSTRALIA'S BRIGHTEST ALL-ROUNDER : Keith Miller in action against Worcester. He is undoubtedly a real match-winner, and his bright batting put the crowd in good humour. Miller was in England with the Services team in 1945

TOSHACK CAN TURN THE BALL BOTH WAYS : This New South Wales bowler keeps the runs down with his accurate bowling. He has been coached by O'Reilly

THE FASTEST BOWLER SINCE LARWOOD : Raymond Lindwall opened the 1948 tour with a wicket with his second delivery. Last year he took 18 wickets in the Tests against the Indians. As a batsman Lindwall is well above average, and has a Test century to his credit

BRADMAN WAS HIS OLD DOMINATING SELF : The Australian captain completed a masterly 107, and then hit with a cross bat a delivery by Jackson. Until then he never gave the bowlers a chance



THE DON "HAS A GO"—AND GOES : This was the haymaker which led to Bradman's downfall when he had scored 107. Previous to this lapse, the Australian captain had batted with speed and certainty, delighting an enormous crowd which, for the most part, had gathered expressly to see him. In his last three appearances at Worcester, Bradman scored a double century on each occasion

ONE FOR SQUARE LEG : Bradman showed no signs of the strain which affected him during the closing stages of last season against the Indians, and was indeed notably agile in running impudent singles

MORRIS PLAYED HIMSELF IN WITH DOUR DETERMINATION : He has been hailed as the greatest opening left-hand bat since Bardsley, but his 138 was in marked contrast to the sprightly performance of his captain. When Bradman retires Australia believes that he will be run-getter No. 1

SIDNEY BARNES LATE-CUTS A BALL FROM JACKSON : Barnes is one of the all-rounders of the Australian team. He began the first post-war cricket season in Australia with five centuries in a row. Barnes toured England in 1938, but a broken wrist kept him out of all the Tests but one. It is expected that he will open the Australian innings in the Tests unless Brown strikes the top of his form. Morris is the other opening bat on whom Australia relies

TO-DAY in BRITAIN

A Survey of the Home News in Pictures

SCRUB- AND TREE-CLEARANCE IS NOW A MATTER OF MINUTES, NOT DAYS : Experts watching a Shervik tractor, with tree-dozer attachment, demolishing a tree at Bagshot, where the tractor was demonstrated recently with a view to its employment in clearing ground for the East African Ground-nuts Scheme

On left—The bad old days of scrub-cutting, when each man toiled with billhook and crowbar to clear his own allotted patch, are over for good and all. Of the new equipment available for this once-back-breaking task the Shervik tractor is of special interest. Built by Vickers-Armstrongs, it combines certain of the components of the Sherman Mark V tank, including a two-stroke Diesel engine. The tractors have a Universal frame, to which a variety of implements can be fitted; stumper blades, for instance, to dig out tree-stumps; a tree-dozer for felling trees; and a 16-ft. rake to collect the residue. The recent demonstration of the equipment at Bagshot was reported to be highly successful

IN THE STEPS OF THE CATHOLIC MARTYRS : The procession, headed by the Crucifix, passing through Soho Square during the Tyburn Walk, the annual pilgrimage organised by the Guild of Our Lady of Ransom. Many hundreds of London Roman Catholics took part in the pilgrimage from Old Bailey, site of Newgate Prison, to Marble Arch, where Tyburn Gallows stood. They followed the route taken by the Catholic martyrs in the sixteenth and seventeenth centuries

THE BLACK-FACED MOUNTAIN SHEEP TAKE THE ROAD THROUGH THE ISLE : A shepherd and his flock passing through a village on the isle of Arran. Lambing in Arran this year has been a record, but not so on the mainland, where a spokesman of the Scottish National Farmers' Union declares that it has been a fair season. Owing to the heavy losses sustained by British farmers during the harsh spring of 1947, it was hoped that there would be record lambing figures in 1948

BRISTOL'S MOST IMPORTANT ROMAN REMAINS NOW BEING UNCOVERED : The hypocaust system and an apse-shaped bathroom brought to light at Lawrence Weston during excavation work in connection with a new Bristol Corporation housing estate. A Roman villa 250 ft. in length has been disclosed. Five chambers have already been uncovered; two beautifully tessellated pavements, a small room paved with flagstones, a large cold-water bath, the hypocaust system, and the skeleton of a girl believed to be that of a Roman slave, in a crouching position facing east, the traditional way It has been established that the villa was a self-contained unit, the home of a prosperous Romano-Briton of the fourth century. Mr. B. G. O'Neill, Chief Inspector of Ancient Monuments, was much impressed on his recent visit to the site, and as a result of his report the Director of Bristol Museum has requested the Bristol Housing Committee to allow excavation for three months. A remarkable sight, the low walls of the villa stand beside a rough road, surrounded by contractors' equipment, Post-war permanent houses stretch away in the middle distance

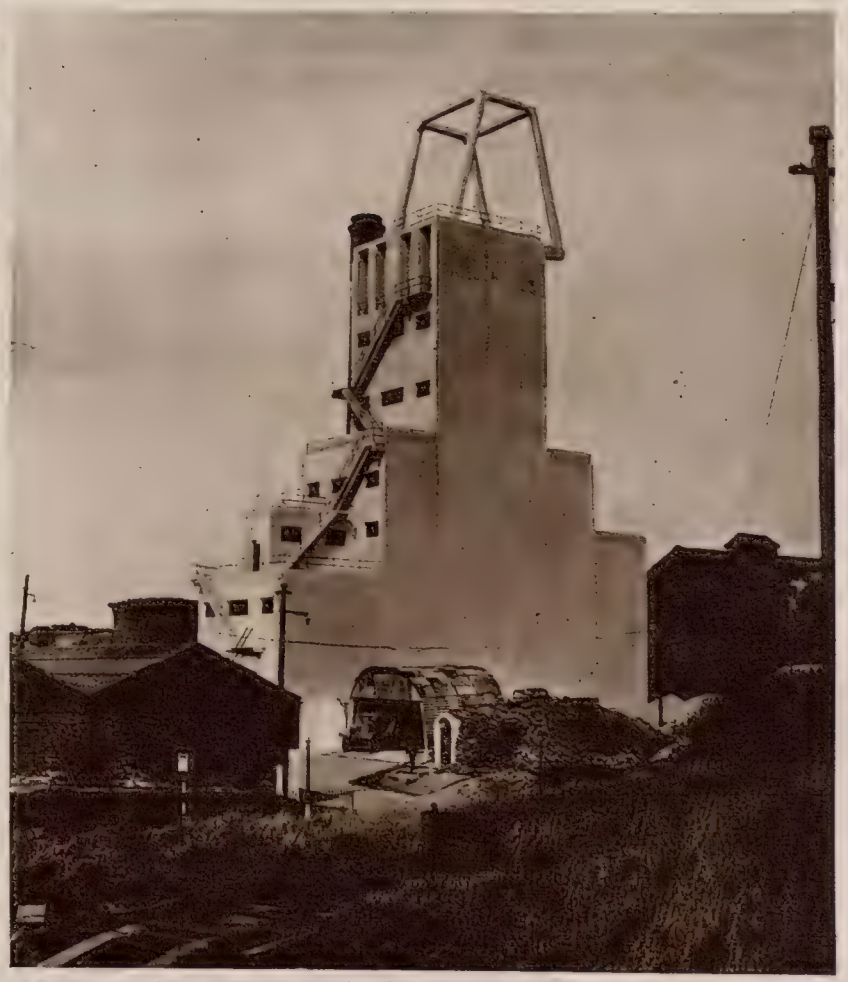
NEWLY-UNEARTHED TESSELLATED PAVEMENT ON THE BRISTOL HOUSING ESTATE AT LAWRENCE WESTON : Two pavements have been brought to light and both are in excellent condition. They formed part of the villa of a Romano-Briton of the fourth century. In the background can be seen new housing

CAMBRIDGE (ENG.) TO CAMBRIDGE (MASS.) : Helen Maud Cam, who after a world-wide search has been chosen by Harvard University as its first woman professor. Miss Maud Cam, Lecturer in History at Cambridge University, will give Harvard courses in English Constitutional History. A New Orleans millionaire, Samuel Lemurray, gave £65,000 to create the professorship in honour of his son and daughter. Under the terms of the bequest it had to be given to a woman. Miss Cam, who is sixty-two, studied at the Royal Holloway College and Girton, and has written many books on mediæval history. She takes over her new job in the autumn

AN EXHIBITION OF ANCIENT AND MODERN INN SIGNS : Edward Reed, designer of inn signs, at the exhibition at the R.B.A. Galleries, Suffolk Street, London. It has been organised for the Brewers' Society by the Central Institute of Art and Design. In Sir Charles Tennyson's introduction to the catalogue, the exhibition is described as a combined effort by a great British industry to give help and encouragement to the traditional hand crafts of our country and as an experiment which may come to be regarded as a landmark in the revival of our ancient crafts and rural industries. Sir Alan Herbert, M.P., in opening the exhibition, said that in his personal opinion "pubs" which did not have an inn sign should be refused a licence

THE SITTER, THE PORTRAIT BUST, AND THE SCULPTOR : Lady Madeline Lytton, daughter of the Earl of Lytton, with the sculpture of her which has just been completed by Jacob Epstein (right). Madeline Lytton, as she is known professionally in the entertainment world, has just completed a successful season of dance recitals, touring under the auspices of the Arts Council of Great Britain

BIGGER AND BETTER COLLIERIES ARE ON THE WAY : This is the base of the shaft of the Mosley Common Colliery, Lancashire, now the scene of an elaborate programme of development. The first part of the programme involves the reorganisation of the surface workings of the colliery. A new concrete head-gear and air-lock have been completed, and the conveying equipment from the pit-head to the new cleaning plant is in course of erection. Simultaneously, underground developments are proceeding at Mosley Common. Stage I of the scheme will raise the capacity of the colliery from 3,000 tons per day to 4,000 tons. Eventually the colliery will be operated as a "combined mine," doing the winding for two neighbouring collieries which will, however, retain their separate identities. It is proposed eventually to adopt underground the highly efficient horizon mining methods as practised in the Ruhr Valley



LOCAL WAGS HAVE NICKNAMED IT "THE ODEON" : The highly-modernistic pit-head gear at the Mosley Common Colliery now undergoing large-scale development. The transition from the old to the new colliery will take several years, but already new and efficient methods are reflected in the weekly production figures. When Mosley Common is a "combined mine," doing the hauling for two of its neighbours, its daily capacity should be in the neighbourhood of 8,000 tons

FORWARD MARCH in DUBLIN

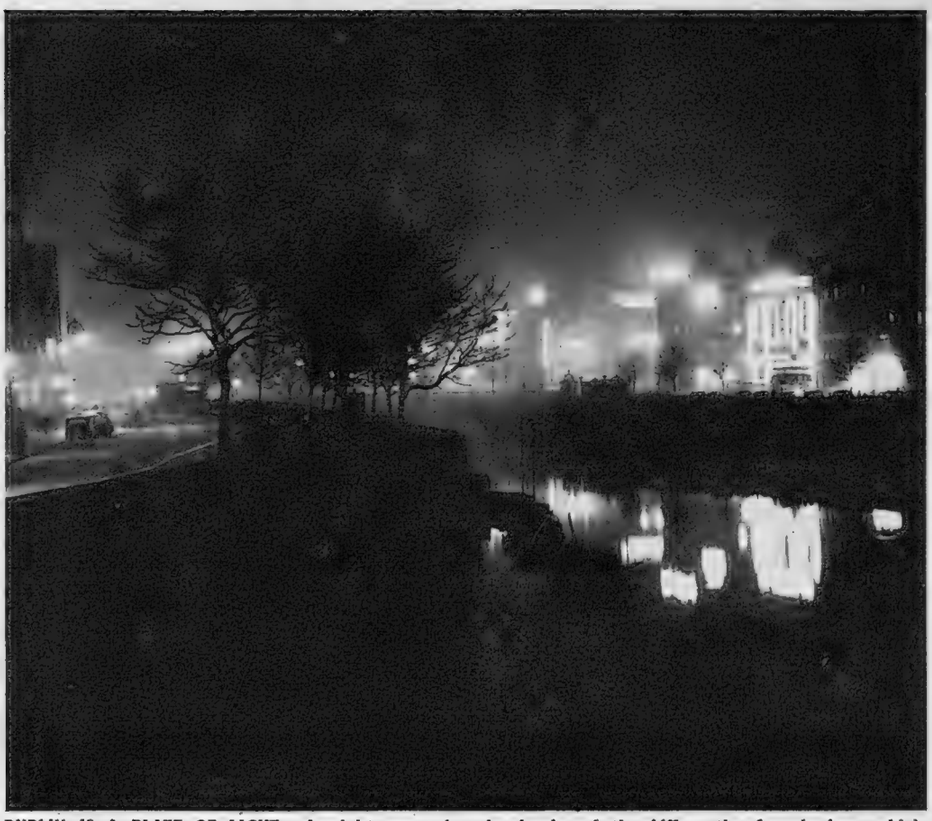
More Power, No More Trams, and Perhaps No Nelson

POWER FROM THE RIVER LIFFEY TO LIGHT THE LAMPS OF DUBLIN: One of the Dublin power stations of the River Liffey Development which, despite Ireland's shortage of coal, supplies the capital with adequate electric power. Two 15,000-kw. units and one 4,000-kw. unit do the generating from two stations. Dublin is making great strides these days and is preparing for a vast influx of visitors from England, all bent on enjoying a temporary freedom from austerity. Some will find vast changes, and will note particularly the absence of trams, now in the last month of their existence in Dublin

NELSON GAZES DOWN ON O'CONNELL STREET: In the foreground is one of the trams that will soon be no more. The city has decreed that they shall be replaced by British double-decker buses. Meanwhile, Nelson's future also hangs very much in the balance

THE APPROACH TO THE O'CONNELL BRIDGE: Another view taken from the summit of the Nelson monument, showing the network of tramlines at this busy point

LOOKING ALONG STATELY O'CONNELL STREET FROM THE SUMMIT OF THE NELSON PILLAR: Dublin's most celebrated street viewed from a height of 150 ft. Now that it has been decided to remove the Dublin trams in the interests of swifter traffic movement, it is also being urged in certain quarters that the familiar pillar should go as well, for it is also an obstruction. The opposition argue that the monument is one of the sights of the city and a source of revenue from tourists who regard no visit complete without a climb to the pillar's summit



DUBLIN IS A BLAZE OF LIGHT: A night scene by the banks of the Liffey, the famed river which supplies Dublin's power-houses. The capital may be desperately short of coal, as imports are not up to requirements, but there is at the moment no worry over power supply

THREE KINGS IN EXILE

New Pictures from America, Cuba and Portugal

THE DUKE AND DUCHESS OF WINDSOR AT THEIR LONG ISLAND HOME : Standing at the door of their house in Locust Valley, which they have rented for the spring and summer months. The house, known as Severn, stands on the edge of the fashionable Ceder Creek Golf Club and in appearance rather resembles a small French château. The Duke spends a great deal of his time on the links

HOW ARE THINGS IN GLOCCA MORRA ? The Duke of Windsor "beating the skins" with Meyer Davis's band when he visited the refurbished Greenbrier Hotel, West Virginia. The Greenbrier Hotel was a celebrated watering-place among Southerners in pre-Civil War days, and no fewer than thirteen Presidents of the United States have enjoyed its hospitality. It has been refurbished at a cost of nearly £1,000,000, and the Duke and Duchess were among the guests at the reopening ball

KING LEOPOLD AND THE PRINCESS DE RETHY SAY FAREWELL TO CUBA : The exiled King of the Belgians and his wife seen as they were about to board a Dutch freighter at Havana en route to Rotterdam. On reaching Europe the King and the Princess were greeted by compatriots, who journeyed to Holland to see them. They have since gone to Switzerland

KING CAROL AND PRINCESS HELENA (MADAME LUPESCU) IN PORTUGAL : The ex-King of Rumania and father of ex-King Michael talking with Dr. de Sousa, a museum expert, during a visit to the Sao Roque Museum at Lisbon. On the right is Princess Helena, to whom the King granted a title when she was reported to be on her death-bed last year

NEW PICTURES from GILBERT and SULLIVAN

The D'Oyly Carte Opera Company, Now in America, Begins Its London Season Next Month

"THE GONDOLIERS"; ACT I: The two couples in front are Gwyneth Cullimore as Gianetta and Leonard Osborn as Marco Palmieri and Denise Findlay as Tessa with Charles Dorning as Giuseppe Palmieri

The 1948 season of the D'Oyly Carte Opera Company opens at Sadler's Wells on June 7 for eight weeks. At present, the company is playing at Shubert's Theatre, in Boston, where they continue until the end of this month. Their New York season started at the end of December last year, and they played to packed houses at the Century Theatre until two weeks ago, when they left for Boston. On Easter Monday, 5,000 dollars were taken at one performance. New York critics gave them a great reception: William Hawkins, in the *New York World*, said that, "... for all their familiarity with the opera [*The Mikado*] the actors play with infinite spontaneity. They are bright and authoritative and disciplined."

"THE YEOMEN OF THE GUARD"; ACT I: Centre, right, is Richard Watson as the Lieutenant of the Tower with Ella Halman as Dame Carruthers on the right. Richard Watson joined the company in 1932, singing bass baritone parts. He went to Australia in 1937 and in 1940, but rejoined them to go to America

ELLA HALMAN AS RUTH, THE MAID-OF-ALL-WORK, IN "THE PIRATES OF PENZANCE"

KATISHA IN "THE MIKADO": Another study of Ella Halman in one of the contralto parts which she has sung since 1939. At the age of eighteen, Ella Halman won the Sussex County Scholarship for singing, after which she studied for several years at the Brighton School of Music. Her operatic career began with the Carl Rosa Opera Company and she toured with them for three years. She then came to London, resumed her studies, and took her L.R.A.M. After gaining further experience in concert work and in teaching, she decided to return to the stage, and in 1937 she joined the D'Oyly Carte Opera Company

ELLA HALMAN AS THE DUCHESS OF PLAZA-TORO IN "THE GONDOLIERS": This was her first important role with the D'Oyly Carte Company, which she undertook at short notice, after singing in the chorus

"THE MIKADO"; ACT II: In the centre of the stage is Darrell Fancourt as the Mikado and, seated on the right, Ella Halman as Katisha. *The Mikado* was recently performed in Tokyo for the first time with an all-Japanese company. Last year it was produced there with an American cast at the Ernie Lyle Theatre

THE MARINES: AN IMPERIAL POLICE FORCE

A Corps d'Élite and the Great Role it Plays

By CHARLES GRAVES

THE Royal Marines are recruiting again, both officers and men, and a very good thing too. In these days of not only cold war, but of impertinent third- and fourth-rate nations thumbing their noses at Great Britain because they think she is too involved to take a firm line if the snook has been cocked at really long range, this *corps d'élite* is needed by the Royal Navy to help it to fulfil Imperial policing duties, which include upholding our prestige, protecting British lives and guarding British property. Sea power automatically provides an inherent mobility which not even the R.A.F.—and much less the Army—possesses. What is more, the prompt if seemingly casual appearance of one of His Majesty's ships at some storm centre to disembark a detachment of Royal Marines does not postulate the political inferences which the despatch of any army troops or R.A.F. aircraft might involve.

The Royal Marines have five separate roles. Traditionally, they man at least 25 per cent. of the main armament in whatever H.M. ship they are serving, from light cruisers upwards; they also have to be ready to undertake any operation ashore as directed by the naval Commander-in-Chief. These shore operations of ship-borne Royal Marines have been very much in the public eye recently. When the Guatemalans got cheeky it was the presence of a British cruiser landing its detachment of Royal Marines which nipped the thing in the bud and, to change the metaphor, held the fort until the arrival of the Gloucesters in the *Devonshire*. Their prompt arrival to protect British property, and particularly to guard the airfield at Belize, was perfectly timed. When the Argentinians tried to play fun and games in the Falkland Island dependencies, it was a Royal Marine major who was sent ashore to tell President Peron's representative where he got off.

ST. GEORGE'S DAY IN MALTA—MASSED BANDS OF THE ROYAL MARINES TAKE PART IN THE CEREMONIAL BEATING OF THE RETREAT ON THE VALETTA PALACE SQUARE: The parade commemorated the anniversary of the attack on Zeebrugge in 1917 when the Royal Marines added another page to their glorious history. The units taking part in this Valetta parade were the Central Mediterranean Royal Marine Staff Band and No. 3 Commando, Royal Marines. Last week the Commando left for Palestine

These seaborne detachments of Royal Marines naturally vary in number, according to the ship in which they serve. In a light cruiser there are only 40; in an ordinary cruiser, 50 or 60; in a big aircraft-carrier, 80; and in a battleship, 100. They have their own living quarters and their own messing quarters. At sea, as already stated, their primary duties are in connection with gunnery; but their role can change immediately when landed. Taking the British Fleet based on Trincomalee, the Royal Marines there are available to aid the civil power, when required, anywhere from the east coast of Africa to the Malacca Straits. If there are strikes, sabotage or other disturbances with which the civilian police cannot cope, they appear out of the blue to act as mobile anti-riot squads.

In addition to the seaborne Royal Marines, there are the shore-borne detachments. During World War II the Army and Royal Marines shared 50-50 in providing Commandos, but from October 1945 onwards, Army Commandos disappeared and the Royal Marines were made entirely responsible for keeping this technique alive. One excellent reason for this was that Royal Marine Commandos have the advantage of being a long-service formation and, as such, must be, in peace, in a more advanced state of efficiency than normal infantry units. Only an infinitesimal number of National Service men join the Corps. The vast majority now have to do not fewer than seven years with the Colours, with another five on the reserve thereafter. One does not need to be much of a prophet to say that this week-end the Royal Marine Commando at Haifa will almost certainly be front-page news. This Commando is one of three which form the No. 3 Commando Brigade based on Malta. Another Commando is in Benghazi preventing any trouble during the session of the Three-Power conference on the future of the Italian colonies. The third, recently in Tripoli, is, as I write, en route to Haifa. No. 3 Commando Brigade is some 2,000 strong. The Commando which it is joining at Haifa went there two months ago in order to protect the dock area and to organise the return of the illegal Jewish immigrants to Cyprus.

The tremendous asset of these Royal Marine Commandos, whether seaborne or based on shore, is their mobility. They have none of the long administrative tail of the ordinary Army unit. Being equipped on a light scale, they can be embarked and disembarked in H.M. ships at unusual places and, thanks to their rigorous training, can move over all types of country and operate in small detachments in undeveloped areas deficient of roads. Their biggest weapon is the 3-in. mortar, and their transport is cut to a minimum. Incidentally, the technique of landing in unusual places is developed by the Commando Cliff Assault Wing at St. Ives.

Royal Marines are also responsible for providing the personnel for minor landing craft, the Naval Beach Signal Section, and the Naval Beach Control party. Since the Royal Navy's Combined Operations base in Scotland was closed down, the minor landing craft training is now carried out by the Royal Marines in the Portsmouth area. Royal Marines also serve in certain inter-service Combined Operations parties. Not long ago, frog-men from these Combined Operations parties at Portsmouth assisted the civil authorities in searching a lake for bodies of children.

It is the versatility and ubiquity of the Royal Marines which make them ideal for this role of discharging Imperial policing duties.

Their job may call for anything from running a power-station to quelling an armed mob intent on destroying British property. Their motto is "*Per mare per terram*," and they have to live up to it. In other words, no Marine is a real Marine until he understands the way of the sea. He is, in fact, a sea soldier equally at home in a battleship or a strong-point.

To the general public, the Royal Marines have the distinction of providing the finest bands in the country. These date back to the eighteenth century, the Chatham, Portsmouth and Plymouth bands being formed in the years 1773, 1774 and 1775. In addition to their own bands, the Royal Marines are responsible for supplying bands for the Royal Navy, the Royal Naval School of Music being under the command of General Sir Dallas Brooks, K.C.B., C.M.G., D.S.O., the Commandant General. At Olympia the public will be able to see and hear these massed bands and will notice that they are the most be-medalled in the whole world. The reason is that Royal Marine bandsmen are highly combatant troops when afloat. Their duties include gunnery control. In consequence, they find themselves in a very dangerous part of the ship when in a battle if the ship goes down. It is a fact that the casualties sustained in action by the Royal Marine bands were the highest of any unit in the three Services, being no less than 11 per cent.

It can be safely presumed that when the King goes to Australia in H.M.S. *Vanguard* next January he will take one of his Royal Marine bands with him, and it is quite certain that his Guard of Honour at all of his appearances over there will be furnished by the Royal Marines.

Considering their ubiquity, it is astonishing, really, how few officers and men there are in the Corps. Before the war there were some 10,000; to-day there are 13,000. The reason for this is that every Marine is potentially a combatant sea soldier. They have no R.A.S.C., no R.A.O.C., or other ancillary services. These they borrow from the Royal Navy or the Army when occasion arises. To enter this Corps it is necessary for a future officer to pass a considerably more testing examination, particularly in mathematics, than what is considered necessary for the Army. The physical fitness standards are particularly high and the training is long and arduous. The officer recruits must join between the ages of seventeen and a half and eighteen and a half, and go to the Royal Marine Depot at Deal. After nine to twelve months of basic training on land they go to sea for six months, additional to complement. This is followed by six to nine months at the Royal Naval College, Greenwich. The course ends with Commando training. Only then, three years after joining, are they considered trained, and go to sea for a tour of duty. Later they may go to the Commando Brigade or specialise in some other direction.

If you ask an officer in the Royal Marines why he would sooner serve in his own corps than any other, he will tell you that it is neither too big to be impersonal, and yet not too small to be parochial. Furthermore, it provides an unusually wide variety of specialised jobs, from being a gunnery expert to an expert canoeist. As for other ranks, perhaps the greatest tribute, because it is unconscious, that is continually paid to the Royal Marines is that there is a long waiting list of jobs for any Marine who, on leaving the service, will condescend to take one.

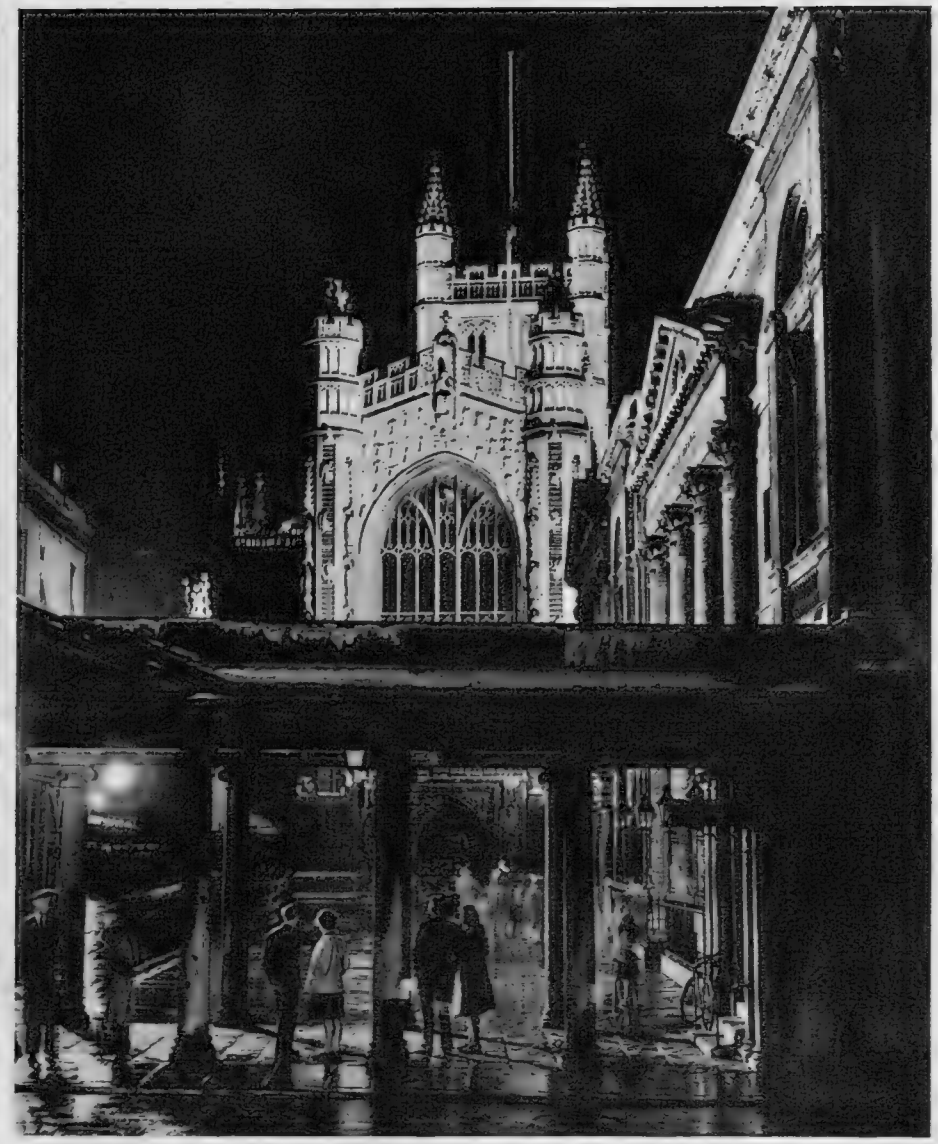
GOOD-BYE TO MALTA AFTER A SPELL OF ARDUOUS MEDITERRANEAN SERVICE: Flying her paying-off pennant, the British cruiser H.M.S. "Mauritius" left Malta on April 23 to pay off in England. She is to undergo a refit which is to last six months. The *Mauritius* has been on a two-years commission in the Mediterranean. She returned to the Mediterranean in 1946 after an extensive refit and modernisation. *Mauritius* led the flotilla through the Corfu Channel during the mining incident of October 1946 while wearing the flag of Rear-Admiral R. V. Symonds Tayler, Commanding the First Cruiser Squadron. Later *Mauritius*, in company with H.M.S. *Phœbe*, was instrumental in the interception and peaceful diversion to Cyprus of the largest Jewish illegal immigrant body yet attempting to reach Palestine, the 15,000 Jews aboard the *Pan York* and *Pan Crescent*. *Mauritius* showed the flag in Turkish ports in 1946 and 1948. She was present at Trieste during the ratification of the Italian Peace Treaty in September 1947 when trouble was expected in the port

BACK to the REGENCY at BATH

Eighteenth-Century Costumes for the Assembly and Festival of Arts

SHOPPING BY SEDAN CHAIR: This picture was taken in Bath during Assembly Week, when the city revived its eighteenth-century glories. The festival closed on May 1 with a Georgian ball

Bath in its heyday stood for good manners, a leisured, serene way of living, and, above all, elegance. Even in the first half of the eighteenth century it was the spa par excellence, as witness the words of Lady Mary Wortley Montague in 1738: "All the polite and the gallant are either gone or preparing for Bath." At the end of April Bath sought to revive some of its eighteenth-century glories, and, by all accounts, the Assembly and Festival of Arts, which lasted over a week, was a great success. The Assembly opened in the Pavilion with a concert given by the National Youth Orchestra, and it terminated with a Georgian ball in the Pump Room, a ball in the grand manner of Richard Nash, that autocratic genius of Bath's "golden age." Bath suffered sadly in the blitz, a victim, like Canterbury and Norwich, of the "Baedeker" raids, and it is a tribute to her enterprise that she has succeeded so soon in presenting a festival of such excellence



A PERFECT SETTING FOR FINE CHORAL MUSIC—FLOODLIT BATH ABBEY, IN WHICH WAS GIVEN A PERFORMANCE OF BACH'S "ST. MATTHEW'S PASSION": The celebrated Pump Room, seen on the right of this picture, was built in the Classical style in 1796. Bath Abbey, built on the site of a seventh-century convent, was restored towards the end of the last century. The Assembly Rooms, built in 1771, were completely gutted by enemy action in 1942. They had been restored in 1938 after being put to an inappropriate commercial use

AGAIN THE SPLENDOUR OF A GEORGIAN BALL—DANCERS IN EIGHTEENTH-CENTURY COSTUME WHO TOOK PART IN THE FINALE OF THE RECENT ASSEMBLY IN THE GRAND PUMP ROOM: Some of these dancers represented Sarah Siddons, David Garrick and other personalities who contributed to Bath's fame and who revolved, whether they liked it or not, round the figure of the inimitable Richard Nash

"PREPARING FOR BATH"—STUDENTS LEAVING LONDON DRESSED IN THE COSTUME OF THE REGENCY PERIOD: Before entraining at Paddington, the Lord Mayor of London gave them a send-off. At Bath they took part in a parade through flower- and flag-bedecked streets at the opening of the Assembly. Included in the retinue was a sedan chair

The World of Books—By VERNON FANE

SPRING BRINGS OUT THE NEW NOVELS

Gilbert Frankau Keeps His Touch; Phyllis Bentley and a Yorkshire Tyrant; Barbara Goolden's Satire

THE warm spring weather is certainly bringing out the new novels in a flurry of promise and, sometimes, of performance. First of all there is a work by that elegant veteran of the craft, Mr. Gilbert Frankau, who has written his first novel for some years, and one of his longest and most moving, with MICHAEL'S WIFE (Macdonald. 12s. 6d.).

Psychiatry and analysis and psychoanalysis have lately been popular subjects for writers' dissection, and for the stimulation of writers, since this profession or science is still in a provocative stage as far as the general public is concerned. And writers exist in some sort of relation to the general public. I admit that I hadn't expected this particular subject to appeal to Mr. Frankau, but I am glad that it did, because the result has been an honest, common-sense and not too sentimental story about a middle-aged soldier-journalist and his pretty, unbalanced young wife.

The author has kept his touch for these last twenty or thirty years, and from the present novel there is no reason to suspect he will lose it for another twenty or more.

Miss Phyllis Bentley is, literally, on her own ground when she writes about Yorkshire and its dour, often self-respecting, sometimes humorous folk. Her new novel, LIFE STORY (Gollancz. 10s. 6d.), is written in the terms of a biography of a woman who grew through a childhood of genteel poverty there, in the Victorian age, and became the virtual head of a family, regulating the destinies of sons, daughter, husband, cousins and even more distant relatives through the exercise of an indomitable will in a pretty body.

Self-confidence, not pressed down but certainly running over, is the keynote of this Hannah Tyas's character, and Miss Bentley gives this as the theme of her story, showing how a sensitive child, dreading the tyranny of her richer relations, can herself become, with the years, a household tyrant no less fearsome; loving her family and being sincerely amazed when any of them seek other company or homes far away from her.

This may not be an exciting book, but it is an honest one; meticulously planned (it lacks only a family tree on the end-papers) and lovingly executed.

THE BRIGHT PROMISE (Faber and Faber. 10s. 6d.) is emotional from start to finish, but none the less readable for that. Mr. Richard Sherman has used the vicissitudes of a very human husband-and-wife story to help him expound his principal thesis, which is the rise to power and real greatness of a man as physically handicapped as was President Roosevelt through the latter part of his life.

When I call this an emotional subject, you will see that that is, on the whole, an understatement, but the writer has offset it very capably with scenes of New York life, the big magazine world, and with passages of excellent human observation.

The principal of a women's college plans to write the biography of its founder, or rather of the woman to whom the college is a memorial, and in doing research work for the book comes across material which proves to her that no biographer worthy of the name should tackle the job. The letters and diaries which bring her to this decision are given at some length and, in fact, furnish for the reader the "life" that never was written.

It is an ingenious device, and in SAFE TO REST (Hodder and Stoughton. 9s. 6d.) Lesley Cheyne makes the most of it, though with perhaps too strong a flavour of the Brontës about it.

LONDON COUNTY COUNCIL'S SILVER WEDDING GIFT TO THE KING AND QUEEN: This silver rose-bowl, designed at the London County Council Central School of Arts and Crafts, Southampton Row, is the gift of the L.C.C. on behalf of the people of London. In the scrollwork on the lid are the intertwined initials G and E. The main inscription runs to right and left of the coat of arms. *On right*—A craftsman is seen engraving the L.C.C.'s coat of arms on the bowl. The bowl, in the finest traditions of craftsmanship, illustrates the high standards which are being passed on by the Central School to succeeding generations of silversmiths who have given London its pre-eminent place in this field of work

The intellectual purpose of Miss Barbara Goolden's new novel, JIG-SAW (Heinemann. 9s. 6d.), has not prevented her from having what I would describe as a lot of fun with it.

The book is, broadly, a satire on our educational ideals, not necessarily on our educational system in practice, and it begins with a Director of Human Destinies assigning two boy babies to two families, taking care to suit the baby with æsthetic possibilities to the "advanced" parents, and the jolly, extrovert boy to the athletic couple.

Unfortunately for them (and heaven-sent to the novelist) there is a slight technical hitch, of the kind that occurs apparently even at the highest levels, and the babies' destinations are switched, with a lifetime of complications to follow. Part of this is very good fun, and part of it is a sober indictment of parental obtuseness.

There is no doubt at all that Miss Marghanita Laski had fun when she was writing her novel TORY HEAVEN—or Thunder on the Right (Cresset Press. 7s. 6d.). The very quotations that open this "tract for the times" give the note: "*The rich man in his castle, the poor man at his gate,*" is one, and the other, from Mr. Nat Gubbins, surely deserves wider circulation: "*Caviar for commissar cats; let the moujiks eat mice.*"

Miss Laski's cautionary tale paints a picture of what might have happened if the Tories had been returned to power in 1945. There are a number of laughs in all this, and I think they may come from unexpected armchairs.

FRENCH VILLAGE (Dobson. 9s. 6d.) won a Prix Goncourt novel award for its author, M. Jean-Louis Bory, and is translated here by D. P. and P. J. Waley, who have carefully rendered its original form of abrupt, snapshot impressions and preoccupation with brutality and treachery. This is the tale of a village under the German occupation, but the author is less concerned with the Boches than with the enemies who are in our midst.

The fancies, the secret thoughts and the physical sensations of a woman about to have her first baby make up Miss Sheila Alexander's novel A WIFE'S TALE (Hamish Hamilton. 7s. 6d.), which also describes some of the fantasies that a woman may dream and much of the physical pain she experiences when she is in labour. Miss Enid Bagnold once did this with less hysteria and at least as much exactness in *The Squire*.

PALACE AND PRISON (Duckworth. 8s. 6d.) is a thorough-paced romance about a kind of Ruritanian kingdom in which party politics, the monarchy and true love all have equal importance. This, of course, is pure escapism, although there is occasionally a hint of more serious intention in Mr. F. Horace Rose's handling of the plot.

GROWING UP (Heinemann. 9s. 6d.) is a collection of short stories by Olivia Manning, widely different in theme, but with the common denominator of graceful expression, and gentle insight.

The detective story of the week is DANGEROUS SUNLIGHT (Macdonald. 8s. 6d.), a well-constructed example of the craft, with the distinction of having no false clues, and no shaky alibis.

THE LEGACY OF ASIA

An American Journalist's Essay on What the East Has to Contribute to the Modern World

The Occident is essentially materialistic, and one outward expression of its "technological enlightenment" was seen in the man-made disasters of Hiroshima and Nagasaki. The Orient, for the most part, is a seeker after spiritual values, believing in the limitless capabilities of the mind of man, inclining to scorn the age of the machine. In both West and East there is disequilibrium, each must learn from the other; but apparently we in the West have most to learn. This, in essence, is the basis of Edmond Taylor's RICHER BY ASIA (Secker and Warburg. 16s.). It is the work of a Missouri journalist, who served for a while on Earl Mountbatten's staff in South-East Asia Command, and, if the 400-page essay is at times discursive and inclined to digress, its sincerity and its purpose none the less shine clear. "One world" can be achieved, affirms Mr. Taylor, but he leaves the impression that it will be through Gandhian ways of thinking rather than Churchillian ways of action, through renunciation and self-denial rather than crusading zeal, however pure in motive. We are asked to believe that the peoples of the West are barking up the wrong tree; and some may find the argument both skilful and convincing. Few will deny that we are indeed "Richer by Asia."

Since the end of the fifteenth century generations of forgers have worked to supply the world with spurious antiques and with faked Old Masters. Why they do it is sometimes obvious enough, for the seamy side of the world of art can be lucrative. Ambition and delight in a hoax are two other likely motives, and when the Dutchman Hans van Meegeren sold his fake Vermeers to Hermann Goering, there is no doubt that he was attracted by something more than greed of gain. In FAKES (Faber and Faber. 30s.), Otto Kurz has produced a most informative and engaging handbook for collectors and students, dealing with painting, drawing, sculpture and the applied arts. The chapter on antique furniture is perhaps the most revealing. It seems that there are still establishments where a man may comfortably earn his wages by sitting on a stool and opening and closing each drawer of a desk a number of times sufficient to achieve the work of generations in a single day; but, on the other hand, it appears that detective-proof, artificial worm-holes still elude the skilled furniture faker.

YOUR HOLIDAY IN IRELAND, by Gordon Cooper and Ernest Welsman (Alvin Redman. 10s. 6d.), is a handbook to the Emerald Isle and a mine of information. Some of it is very downright information, such as the statement that "W. B. Yeats is the greatest poet of the twentieth century," and the authors give us a reassurance that "except in some of the more remote parts of Ireland, you will find that English is both spoken and understood." Armed with this knowledge, and with the erudition of Messrs. Cooper and Welsman to guide us, we can advance across St. George's Channel with confidence.

For the holiday-maker at home COUNTRY OF THE THAMES (Chaterson. 8s. 6d.) is a valuable and well-illustrated guide to the towns and villages and the paths and byways lying between London and the headwaters of the famed river. The author is "Annan Dickson."

Bernard Newman has ten travel books to his credit. They are all about Europe, and from the mouth of the Danube to the Pyrenees, from the Albanian highlands to the steppes of Russia, he has journeyed in search of information. Mr. Newman does not allow himself to be overwhelmed with the great weight of facts he has amassed, and in his latest book, BALTIC BACKGROUND (Robert Hale. 16s.), he takes the nine countries of Baltic Europe each in turn, telling us of their politics, Governments, and institutions, their manners and customs, their achievements and aspirations, reviewing conditions particularly in the light of post-war realignments. The author's style is lucid, and he guides us with admirable firmness through such problems as Sweden's "counter-cycle" policy, by which she plans to travel securely through successive economic booms and slumps, and the partition of Prussia, a long-term headache for Germany's conquerors. The book is admirably illustrated.

From the Baltic we are whisked to the blue waters of the Aegean. In FAREWELL TO SALONICA (W. H. Allen. 10s. 6d.) Leon Sciaky tells the story of his boyhood at the turn of the century when the Macedonian capital was still under Turkish rule, a polyglot city of immense fascination. The author and his family are descendants of Spanish Jews who emigrated to Turkey at the time of the Spanish Inquisition. Mr. Sciaky's reminiscences are punctuated by the inevitable Balkan crises, but the background of his own home life is one of happy serenity, a refuge in a troubled world.

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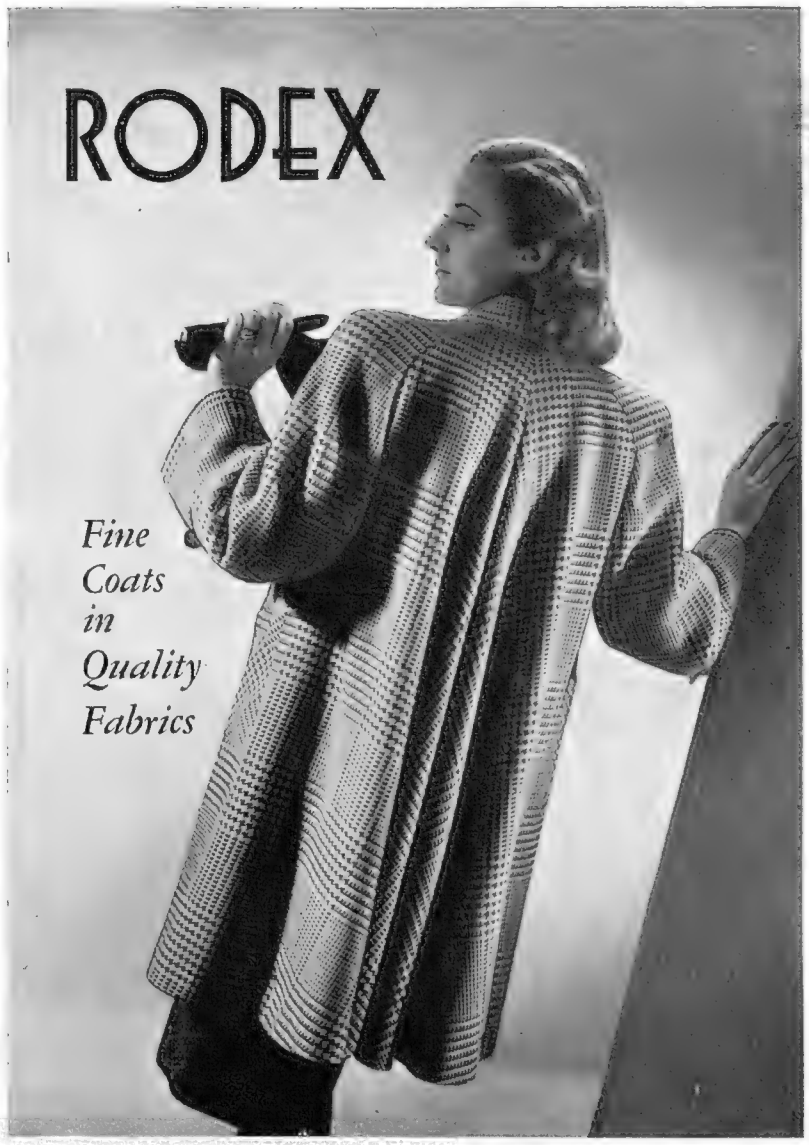

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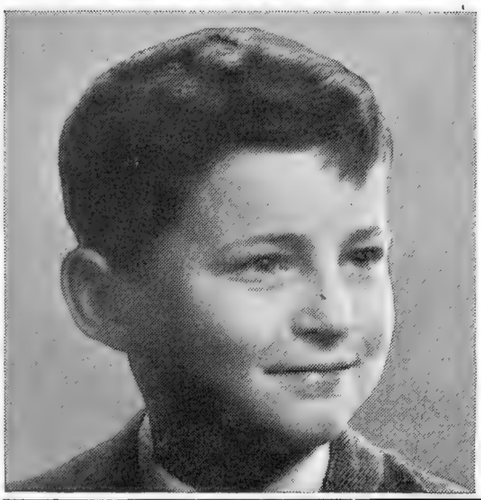

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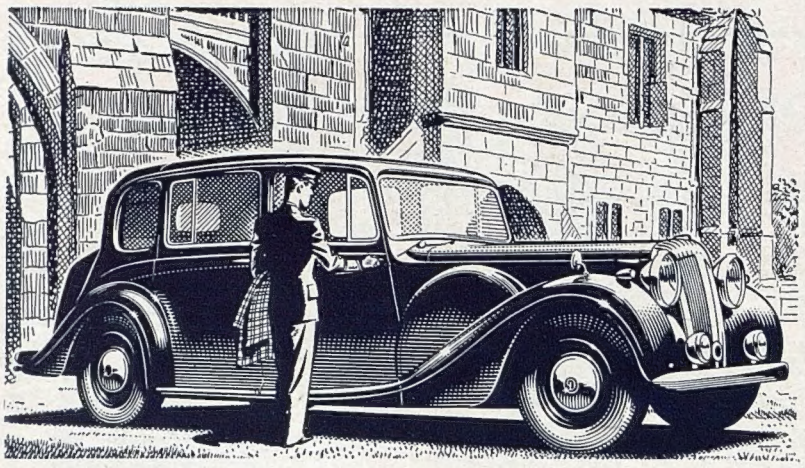

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